

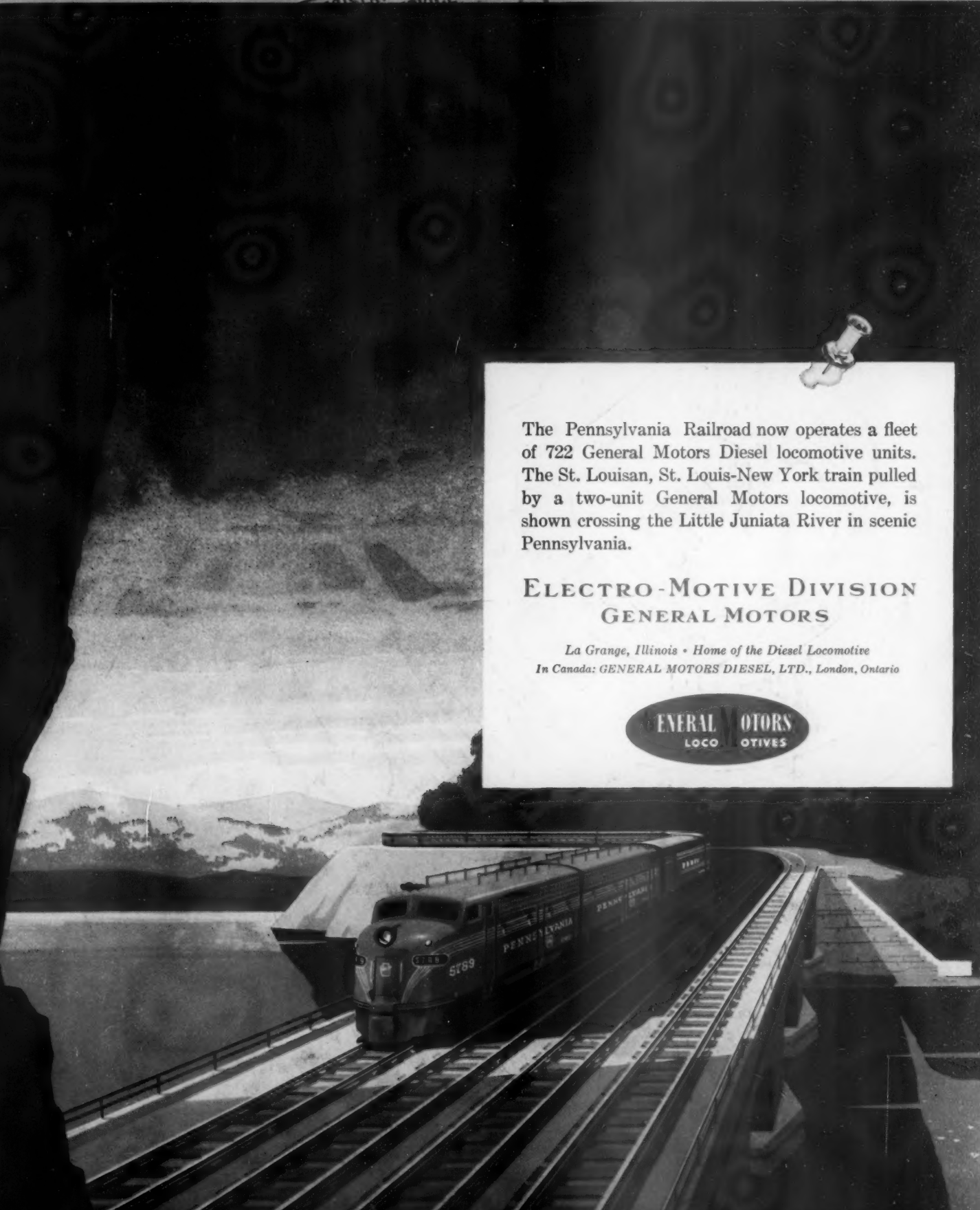
AUGUST 17, 1953

Six Months' Net—\$418 Million . . . Pp. 9, 28

# RAILWAY AGE

NEWS  
ISSUE

The Standard Railroad WEEKLY for Almost a Century



The Pennsylvania Railroad now operates a fleet of 722 General Motors Diesel locomotive units. The St. Louisan, St. Louis-New York train pulled by a two-unit General Motors locomotive, is shown crossing the Little Juniata River in scenic Pennsylvania.

## ELECTRO-MOTIVE DIVISION GENERAL MOTORS

*La Grange, Illinois • Home of the Diesel Locomotive*

*In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario*





TRUSLOCK

UNIT TRUCK

*Double Bullseye!*

THE OUTSTANDING BRAKE RIGGING DEVELOPMENTS OF THE 20th CENTURY



Bethlehem is building 1000 of these 50-ton-capacity hopper cars at its Johnstown shops for the Virginian Railway. The inset shows Mayari R inside hopper-sheet supports being welded into position.

## Inside Hopper-Sheet Supports of Mayari R for 1000 new Virginian Cars

Virginian was thinking of the future when they specified Mayari R for the inside hopper-sheet supports in these new coal hopper cars.

Although the coal load does not come in direct contact with the supports, there is always the possibility that acid water might eventually seep through and reach them. And if these small but highly essential parts were to fail prematurely through corrosion, the cost of repairs would be unduly high.

Mayari R, Bethlehem's low-alloy, high-strength steel, was selected here because of its excellent resistance to atmospheric corrosion. Tests show that Mayari R has 5 to 6 times the atmospheric corrosion-resistance of plain carbon steel, and 2 to 4 times as much as copper-bearing steel.

There are many railway applications where it pays to use this superior grade of steel. Bridges, blast plates, tanks, car frames, floor plates and side sheets, towers and coaling stations made of Mayari R are now in service on railroads throughout the country.

If you would like more information on how Mayari R can help you cut your corrosion losses, write to us at Bethlehem or call any of our sales offices.

**BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.**

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation



*Mayari R*  
makes it  
*lighter...*  
*stronger...*  
*longer lasting*



# The front end always knows what the rear end is doing on freight trains equipped with this new "UNION" I.T.C. System

Communication between the engineman and conductor is as easy as telephoning—and just as sure—with new "UNION" Single-Channel Two-Way Inductive Train Communication. Whether you are in the cab or caboose, you just pick up your handset, press a button, and talk. Your message comes loud and clear through the speaker at the opposite end of the train. This quick communication increases safety . . . and saves time.

## "UNION" I.T.C. assures privacy

With this "UNION" I.T.C. System you can talk to nearby trains and wayside stations as well as members of your own crew. But only qualified railroad personnel along the right of way can listen in. Outsiders do not receive your messages. And—your transmission will not interfere with radios, television, telephone, or telegraph services near the railroad.

## Compact, lightweight equipment

This new "UNION" I.T.C. System—designed *especially* for diesel-electric or electric locomotive installations—consists of a transmitter and a receiver which are mounted on trays in separate lightweight equipment boxes. The trays float on shear-type rubber mountings that absorb shock and vibration. The small size of the units permits you to mount them where you can get at them easily for maintenance or testing.

Get in touch with our nearest District Office for complete information.

## UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE



PENNSYLVANIA

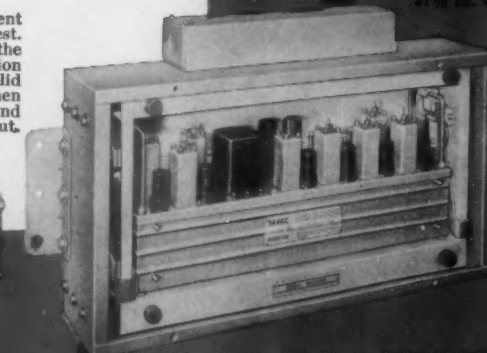
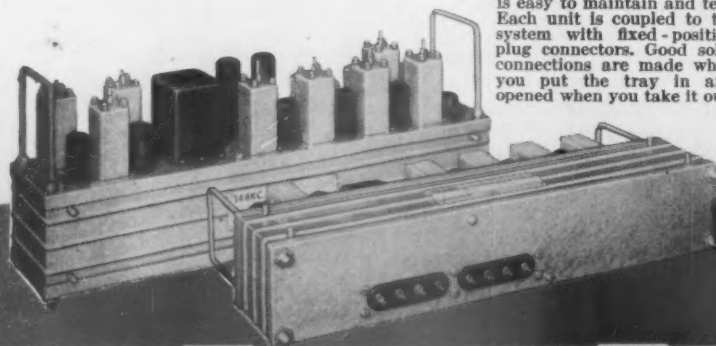
NEW YORK

CHICAGO

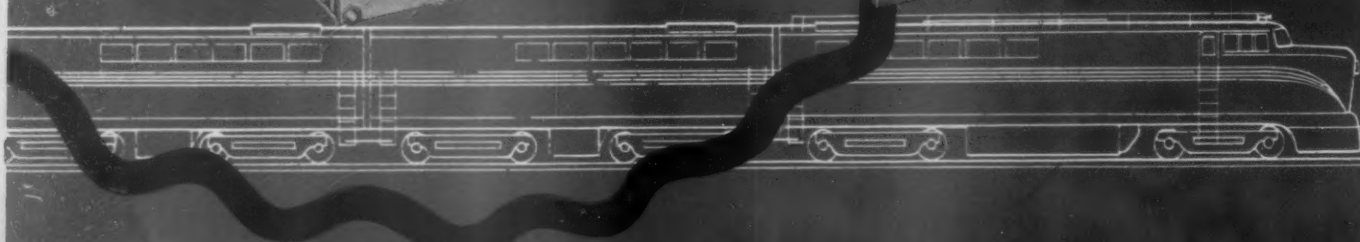
ST. LOUIS

SAN FRANCISCO

"UNION" I.T.C. equipment is easy to maintain and test. Each unit is coupled to the system with fixed-position plug connectors. Good solid connections are made when you put the tray in and opened when you take it out.



Transmitter (above) and receiver (below) are mounted in equipment boxes that take up very little space. Each box measures only 18 1/2 in. high, 31 1/2 in. wide, and 7 1/2 in. deep.





# RAILWAY AGE

PUBLISHED WEEKLY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION AT ORANGE, CONN., AND ENTERED AS SECOND CLASS MATTER AT ORANGE, CONN. UNDER THE ACT OF MARCH 3, 1879. NAME REGISTERED IN U. S. PATENT OFFICE AND TRADE MARK OFFICE IN CANADA. EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 79 WEST MONROE STREET, CHICAGO 3, ILL. BRANCH OFFICES: 1081 NATIONAL PRESS BUILDING, WASHINGTON 4, D. C.—TERMINAL TOWER, CLEVELAND 13, OHIO—TERMINAL SALES BUILDING, PORTLAND 5, ORE.—1127 WILSHIRE BOULEVARD, LOS ANGELES 17, CAL.—244 CALIFORNIA STREET, SAN FRANCISCO 11, CAL.—2909 MAPLE AVENUE, DALLAS 4, TEX.

EDITOR.....James G. Lyne  
EDITORIAL CONSULTANT.....Samuel O. Dunn  
EXECUTIVE EDITOR.....William H. Schmidt, Jr.  
MANAGING EDITOR.....C. B. Tavenner  
NEWS & FINANCIAL EDITOR.....

Gardner C. Hudson

WASHINGTON OFFICE.....

Walter J. Taft Joe W. Kizzia  
TRAFFIC & TRANSPORTATION DEPARTMENT  
Robert G. Lewis John W. Milliken  
John S. Gallagher, Jr.

MECHANICAL DEPARTMENT.....

C. B. Peck E. L. Woodward  
H. C. Wilcox C. L. Combes G. J. Weihofen  
ELECTRICAL DEPARTMENT.....Alfred G. Oehler  
ENGINEERING DEPARTMENT.....

M. H. Dick Radford E. Dove

Ralph M. Schmid

PURCHASES & EQUIPMENT.....Fred C. Miles  
SIGNALING & COMMUNICATIONS DEPARTMENT John H. Dunn Robert W. McKnight  
WESTERN NEWS DEPARTMENT.....A. M. Cox, Jr.  
WEST COAST NEWS.....T. D. MacMullen  
ASSOCIATE EDITOR.....Charles Layng  
LIBRARIAN.....Edith C. Stone  
EDITORIAL ASSISTANT.....Frederick E. Colwill



SUBSCRIPTION PRICE TO RAILROAD EMPLOYEES ONLY IN U. S., U. S. POSSESSIONS, CANADA AND MEXICO, \$4 ONE YEAR, \$6 TWO YEARS, PAYABLE IN ADVANCE AND POSTAGE FREE. SUBSCRIPTION PRICE TO RAILROAD EMPLOYEES ELSEWHERE IN THE WESTERN HEMISPHERE, \$10 A YEAR; IN OTHER COUNTRIES, \$15 A YEAR—TWO-YEAR SUBSCRIPTIONS DOUBLE THE ONE-YEAR RATE. SINGLE COPIES 50c, EXCEPT SPECIAL ISSUES \$1. ADDRESS CORRESPONDENCE CONCERNING SUBSCRIPTIONS TO ROBERT G. LEWIS, ASSISTANT TO PRESIDENT, 30 CHURCH STREET, NEW YORK 7.



SIMMONS-BOARDMAN PUBLISHING CORPORATION: JAMES G. LYNE, PRESIDENT. SAMUEL O. DUNN, CHAIRMAN EMERITUS. J. S. CRANE, VICE-PRESIDENT AND SECRETARY. C. MILES BURPEE, HARRY H. MELVILLE, C. W. MERRIKEN, JOHN R. THOMPSON, WILLIAM H. SCHMIDT, JR., J. S. VREELAND, FRED W. SMITH, VICE-PRESIDENTS. ROBERT G. LEWIS, ASSISTANT TO PRESIDENT. ARTHUR J. MCGINNIS, EXECUTIVE VICE-PRESIDENT AND TREASURER. RALPH E. WESTERMAN, ASSISTANT TREASURER.

August 17, 1953 NEWS ISSUE Vol. 135, No. 7

## Week at a Glance

**Net Income of Class I Railroads for 1953's first six months hit \$418 million—more than one-third higher than the \$310 million of net reported for the comparable period of 1952.** 9

**"Talk Alone Won't Sell Service" or produce more railroad traffic. "It's performance that counts," SP Vice-President McGanney told West Coast superintendents at their special post-convention meeting.** 11

**Damages to the Tune of \$3.9 Million have been claimed by the New York, Susquehanna & Western from a group of western railroads, in a counter move to a suit filed by those roads against the Susquehanna for its refusal to pay standard freight car per diem rentals.** 12

**FORUM: This Is the Time to Build Support for corrective legislation which the railroad industry badly needs.** 21

**What About Those "Do Not Hump" Placards? Two men responsible for operation of two of the country's largest classification yards give their opinions on page . . .** 22

**Revenues and Expenses of Class I Railroads, company by company.** 28, 29, 32, 34

## BRIEFS

**Around the End of This Month the New Haven will unveil a new type of dining car, based on entirely new principles of serving the traveling public; designed so customers can see everything that goes on in the kitchen, and equipped with facilities (developed as a result of the builder's experience in cafeteria and hotel fields) to permit serving more patrons with greatly reduced per-**

## Current Statistics

Operating revenues, six months	
1953 .....	\$ 5,327,188,193
1952 .....	5,120,547,684
Operating expenses, six months	
1953 .....	\$ 4,022,851,781
1952 .....	4,000,589,650
Taxes, six months	
1953 .....	\$ 642,481,080
1952 .....	591,867,018
Net railway operating income, six months	
1953 .....	\$ 548,696,771
1952 .....	442,563,173
Net income, estimated, six months	
1953 .....	\$ 418,000,000
1952 .....	310,000,000
Average price railroad stocks	
August 11, 1953 .....	64.29
August 12, 1952 .....	64.03
Car loadings revenue freight	
Thirty-one weeks, 1953 .....	22,686,185
Thirty-one weeks, 1952 .....	21,505,069
Average daily freight car surplus	
August 8, 1953 .....	23,771
August 9, 1952 .....	10,257
Average daily freight car shortage	
August 8, 1953 .....	2,010
August 9, 1952 .....	3,400
Freight cars delivered	
July 1953 .....	6,370
July 1952 .....	5,402
Freight cars on order	
August 1, 1953 .....	47,423
August 1, 1952 .....	95,265
Freight cars held for repairs	
July 1, 1953 .....	95,768
July 1, 1952 .....	105,255
Average number of railroad employees	
Mid-June, 1953 .....	1,228,201
Mid-June, 1952 .....	1,225,134

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

## Departments

Figures of the Week .....	9
Rates & Fares .....	10
Operations .....	11
In Congress .....	13
People in the News .....	14
Traffic .....	14
Equipment & Supplies .....	16
Supply Trade .....	16
Abandonments .....	23
Financial .....	23
New Facilities .....	23
Securities .....	23
Railway Officers .....	24
Revenues & Expenses .....	28

## Week at a Glance CONTINUED

sonnel. Results, already demonstrated by experiments with similar equipment in modernized older cars, seem to point to the possibility of profitable dining car operation.

**Latest on Per Diem** is that interested roads, not the A.A.R., will be petitioners if the I.C.C. is asked to take over the job of fixing rates. In such a situation, the A.A.R. role, if any, would be one of "participation" in the case. The authorization which the association's officers have from its board of directors (*Railway Age*, August 10, page 8) included a grant of authority for "institution of or participation in" per diem proceedings before the commission.

**New Wage and Working Rule Negotiations** are looming up on the horizon in Canada as well as in the United States. Present contracts on major Canadian railroads expire next December 1 and brotherhood representatives will meet in September to plan their campaign.

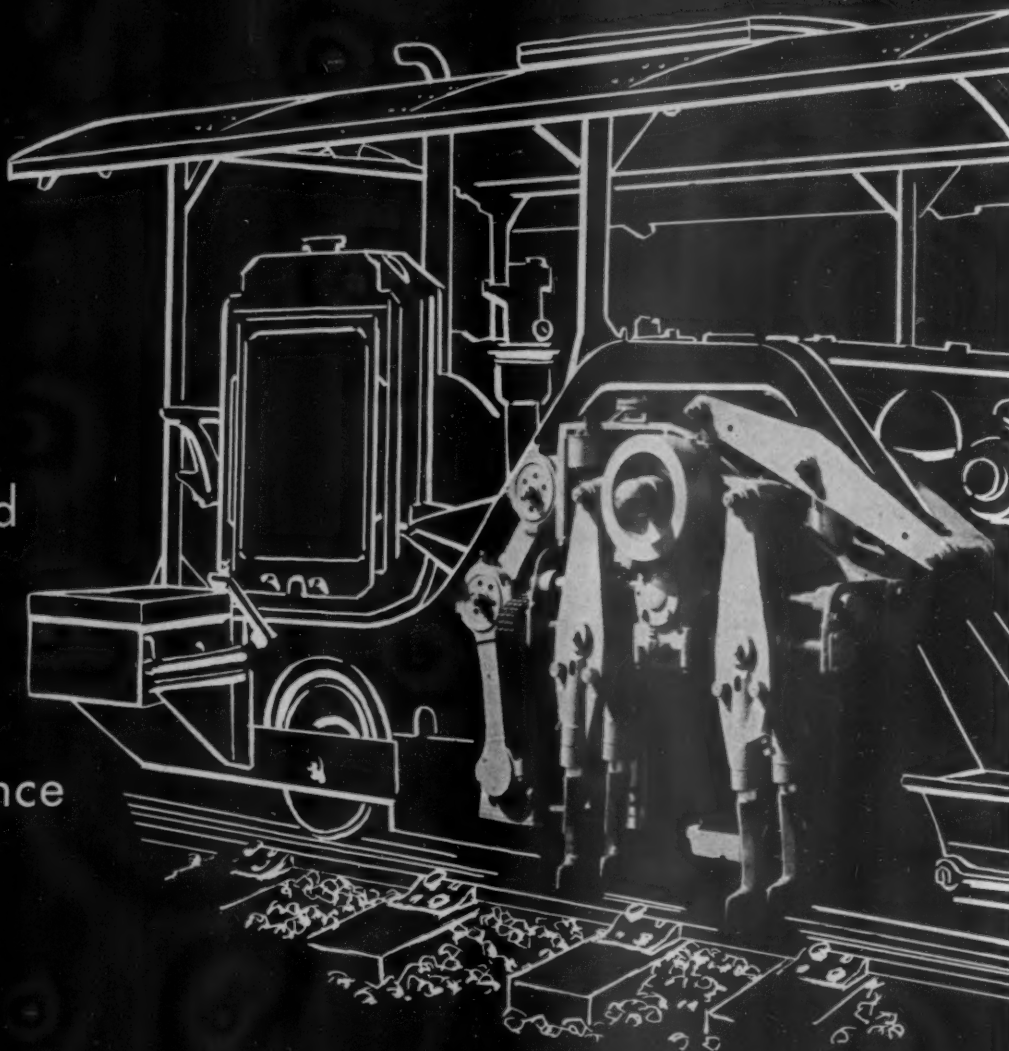
"Almost All State Officials who have investigated the matter agree that the trucking industry is not paying its fair share of highway costs. Scientific highway tests have proved that huge trailer trucks do far more damage to U. S. roads—and hence make it necessary to build heavier, more expensive roadbeds—than the more numerous passenger cars."—*Time*, August 10, 1953.

## ADVERTISERS IN THIS ISSUE

American Car and Foundry Company .....	18, 19
Agency—Hicks & Greist, Inc.	
American Locomotive Company .....	30, 31
Agency—Hazard Advertising Company	
American Steel Foundries .....	8
Agency—Erwin, Wasey and Company, Inc.	
Armco Steel Corporation	
Inside Back Cover	
Agency—N. W. Ayer & Son, Inc.	
Bethlehem Steel Company .....	3
Agency—Jones & Brakeley, Inc.	
Electro-Motive Division, General Motors Corporation	
Front Cover	
Agency—Kudner Agency, Inc.	
General American Transportation Corporation .....	20
Agency—Weiss & Geller, Inc.	
General Electric Company .....	30, 31
Agency—Hazard Advertising Company	
Magnus Metal Corporation, Subsidiary of National Lead Company .....	17
Agency—Richard & Co.	
Matisa Equipment Corporation .....	7
Agency—W. S. Kirkland Agency	
Scullin Steel Co. ....	27
Agency—Batz-Hodgson-Neuwoehner Advertising Agency	
Sherwin-Williams Co., The ..	33
Agency—Fuller & Smith & Ross Inc.	
Timken Roller Bearing Company, The .....	Back Cover
Agency—Batten, Barton, Durstine & Osborn, Inc.	
Union Switch & Signal .....	4
Agency—Batten, Barton, Durstine & Osborn, Inc.	
Unit Truck Corporation	
Inside Front Cover	



the  
new  
standard  
of  
track  
maintenance



IT DOESN'T ▼ POUND  
IT DOESN'T ▼ PULVERIZE  
IT DOESN'T ▼ DISTURB

IT COMPRESSES  
IT VIBRATES  
IT COMPACTS

Matisa precision tamping adds up to:  
Leadership in the field in 1952!

LET US SEND A FIELD REPRESENTATIVE TO GIVE YOU DETAILS

MATISA EQUIPMENT CORPORATION • 224 S. MICHIGAN BLVD., CHICAGO 4, ILL.

*Matisa*

Attend the Bridge & Building and Track Supply Assn's Convention. Visit Booths 31 and 32N—Coliseum, Chicago, Sept. 14, 15, 16, 17.



## The truck that gave the **HIGHBALL** to modern freight movement!

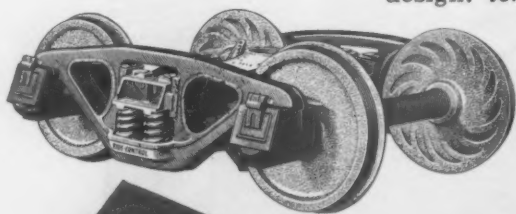
*More users buy more ASF  
Ride-Control trucks than all  
other trucks combined!*

A revolution in freight handling started in 1944. Practically overnight, freight cars were built that rode safely and smoothly, at practically any speed, empty or fully loaded. *Cars that gave greater protection to lading and carried it to destination faster.*

It seems hard to believe now that all these advantages were gained so quickly by just one new concept of railroad truck design: *long spring travel with constant*

*friction control.* And yet that concept—developed by ASF and introduced in the ASF Ride-Control Truck—gave the “Highball” to *modern* freight movement!

The strongest testimonials to the performance of ASF Ride-Control Trucks come from the railroads themselves. Today, over 300,000 car sets of these trucks have been ordered—and *re-ordered*—by 174 railroads and car owners. More are specified than all other trucks combined!




**For high speeds, smooth riding, low maintenance . . .**  
Specify ASF Ride-Control Trucks when you order new cars.  
Let a qualified ASF Representative show you how this modern truck can reduce your costs per car mile. Write us today.



### American Steel Foundries

410 North Michigan Ave., Chicago 11, Ill.

Canadian Sales: International Equipment Co., Ltd., Montreal, Quebec

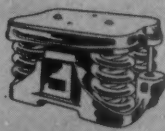
*Look for this MINT  MARK on the running gear you specify*



Cast Steel  
Brake Beams



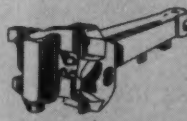
Ride-Control  
Trucks



Ride-Control  
Packages



Simplex  
Snubbers



Tightlock  
Couplers



Type F  
Couplers



Type E  
Couplers



# 6 Months' Net Income —\$418 Million

Up \$108 million from \$310 million reported for first half of 1952; June's net was \$79 million

Class I railroads in the first six months of this year had an estimated net income, after interest and rentals, of \$418,000,000, according to the Bureau of Railway Economics of the Association of American Railroads.

This compared with a net income of \$310,000,000 in the first half of 1952.

Net railway operating income, before interest and rentals, was \$548,696,771 for the first six months of this year. The comparable 1952 figure was \$442,563,173.

Estimated results for June showed a net income of \$79,000,000, compared with \$53,000,000 in June 1952. Net railway operating income for the 1953 month amounted to \$99,672,829, compared with \$68,100,108.

In the 12 months ended June 30, the rate of return averaged 4.51 per cent, compared with 3.86 per cent for the 12 months ended June 30, 1952.

Gross in the first six months of 1953 amounted to \$5,327,188,193, compared with \$5,120,547,684 in the same period of 1952, an increase of 4.0 per cent. Operating expenses amounted to \$4,022,851,781 compared with \$4,000,589,650, an increase of 0.6 per cent.

Seventeen Class I roads failed to earn interest and rentals in the six months; of these, nine were in the Eastern district, one in the Southern region, and seven in the Western district.

## I.C.C. Bureau Finds This Year Is Record-Setter

Operating revenues of Class I railroads in the first half of 1953 set an all-time high, "exceeding even the World War II years," the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, reported last week.

Offsetting this, however, was another all-time record: Combined operating expenses, taxes and equipment and joint facility rents in the first half "reached an all time peak for the first half of any year."

The I.C.C. bureau, in an article in the "Monthly Comment," said operating revenues in the January-June period of 1953 amounted to \$5,327.2 million, an increase of 4 per cent above the 1952 figure of \$5,120.6 million.

CLASS I RAILROADS—UNITED STATES		
	Month of June	
	1953	1952
Total operating revenues	\$924,362,095	\$814,450,637
Total operating expenses	688,949,438	645,879,984
Operating ratio—per cent	74.53	79.18
Taxes	114,518,138	85,395,654
Net railway operating income (Earnings before charges)	99,672,829	68,100,108
Net income, after charges (estimated)	79,000,000	53,000,000

Six Months Ended June 30		
Total operating revenues	\$5,327,188,193	\$5,120,547,684
Total operating expenses	4,022,851,781	4,000,589,650
Operating ratio—per cent	75.52	78.13
Taxes	642,481,080	591,867,018
Net railway operating income (Earnings before charges)	548,696,771	442,563,173
Net income, after charges (estimated)	418,000,000	310,000,000

Comparing the first half of 1953 with the like period of 1946, the I.C.C. bureau found that operating revenues had increased 48.9 per cent. Over the same period there was a 39.6 per cent rise in combined operating expenses, taxes and equipment and joint facility rents.

Reviewing the years 1946-1953, the I.C.C. bureau said 1953 has been a record-setter in most respects. Operating expenses were the "highest ever recorded," and net railway operating income was at a "peak," both before and after federal income taxes.

Net income, at \$418 million, was 34.8 per cent higher in 1953 than in 1952.

On a percentage basis, the I.C.C. bureau said the combination of operating expenses, taxes and equipment and joint facility rents absorbed 89.7 per cent of the carriers' operating revenues in 1953. This was down from 91.4 per cent in 1952, and it was the lowest ratio for any year in the 1946-1953 period.

The proportion of revenues converted into net railway operating income (after federal income taxes) was 10.3 per cent in the first half of 1953. This compared with 8.6 per cent in the like 1952 period, and with 4.3 per cent in 1946.

## SHIPPERS OFFER SALES HINTS

To build traffic sales, there is no substitute for personal contact with customers. It is the most profitable business-getting practice for railroads.

Those are the opinions expressed by a substantial majority (75 out of 106) of the industrial traffic managers and chamber of commerce officers polled in a survey by *Railway Age's* companion publication, *Railway Freight Traffic*. Other practices suggested as points to be stressed by railroads to gain business were:

- Frequent mailing of schedules and services;
- National advertising in business magazines; and
- Aid in industrial plant location.

The least effective means of traffic promotion, the poll revealed, was use of national ad campaigns in general circulation magazines.

## Freight Car Loadings

Loadings of revenue freight in the week ended August 8 totaled 785,349 cars, the Association of American Railroads announced on August 13. This was a decrease of 8,405 cars, or 1.1 per cent, compared with the previous week; an increase of 3,701 cars, or 0.5 per cent, compared with the corresponding week last year; and a decrease of 24,016 cars, or 3.0 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended August 1 totaled 793,754 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, August 1			
District	1953	1952	1951
Eastern	136,279	114,586	135,123
Allegheny	160,158	128,350	168,356
Pocahontas	59,969	54,095	64,508
Southern	122,772	119,115	122,880
Northwestern	135,391	137,474	140,252
Central Western	121,350	119,728	122,417
Southwestern	57,835	59,726	59,852
Total Western Districts	314,576	316,930	322,521
Total All Roads	793,754	733,076	813,388

Commodities:			
Grain and grain products	52,126	59,431	55,719
Livestock	6,866	6,960	7,254
Coal	133,495	126,865	142,324
Coke	12,774	7,277	16,570
Forest products	48,684	48,892	49,634
Ore	96,078	71,506	89,683
Merchandise i.c.l.	56,692	71,336	72,207
Miscellaneous	377,039	340,809	379,997

August 1	793,754	733,076	813,388
July 25	780,705	607,190	820,476
July 18	791,414	609,000	805,378
July 11	721,454	572,362	779,308
July 4	670,232	447,516	588,159

Cumulative total  
31 weeks ... 22,686,185 21,505,069 23,725,022

In Canada.—Carloadings for the

7-day period ended July 21 totaled 83,689 cars, compared with 82,282 cars for the previous 7-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 21, 1953 .....	83,689	30,724
July 21, 1952 .....	81,946	30,170
Cumulative Totals:		
July 21, 1953 .....	2,175,664	917,851
July 21, 1952 .....	2,238,806	957,312

## May Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of "steam railway" accidents for May and the first five months of this year. The compilation, subject to revision, follows:

Item	Month of May		5 Mos. ended with May	
	1953	1952	1953	1952
Number of train accidents*	764	780	3,680	4,171
Number of accidents resulting in casualties	40	37	231	240
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed .....	114	94	374	338
Injured .....	79	80	337	334
Passengers on trains:				
(a) In train accidents:				
Killed .....	64	18	297	104
(b) In train-service accidents:				
Killed .....	4	1	8	7
Injured .....	120	133	683	706
Travelers not on trains:				
Killed .....	3	1	4	7
Injured .....	53	62	349	292
Employees on duty:				
Killed .....	25	32	116	151
Injured .....	1,519	1,549	7,779	8,454
All other nonresponders:**				
Killed .....	103	113	660	666
Injured .....	422	403	2,391	2,425
Total—All classes of persons:				
Killed .....	249	240	1,181	1,162
Injured .....	2,257	2,245	11,836	12,315

\* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of \$325 or more to railway property in 1952. Beginning January 1, 1953, this minimum was raised to \$350. Only a minor part of the total accidents result in casualties to persons, as noted above.

\*\* Casualties to "Other nonresponders" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nonresponders, were as follows:

Persons:	96	98	633	611
Killed .....	265	254	1,653	1,644
Injured .....				

## Rates & Fares

# I.C.C. Finds Outlook Uncertain

Ex Parte 175 report stresses difficult job commission had in evaluating all factors

Making its delayed report in the Ex Parte 175 freight rate case, the Interstate Commerce Commission stressed its inability to evaluate "with any degree of accuracy" various "uncertainties" in the economic outlook for 1954 and the years ahead.

The report supports the commission's July 29 order which authorized a 22 months extension (from February 28, 1954 to December 31, 1955) of the Ex Parte 175 surcharges. Meanwhile, the order rejected the railroads' plea that the increases be made permanent and integrated into the general rate structure. (*Railway Age*, August 3, page 10.)

The commission's report was made public August 12. It is a document of 74 mimeographed sheets, most of it devoted to a review of evidence offered by the railroads, shippers and other interested parties.

As to the job of appraising the economic outlook, the commission said it was confronted with an "unusual situation" in that it was dealing with a period "beginning some seven months after the date of this decision." The report went on to note that no witness had given "other than general indications as to conditions which may prevail even in the year 1954, to say nothing of the months and years to follow."

Continuing in this vein, the report mentioned the "variety of viewpoints" as to prospects for continuance of "the present high level of economic activity"; the possibility of a reduction in the rate of increase in industrial plant facilities; and indications that the buying power of farmers has been "affected by falling prices and rising costs."

The latter "could be a first portent of a general break in the national purchasing power," the commission suggested.

It went on to say that the international situation is an "incalculable factor," that tax-reduction and budget-balancing actions may come "with possible ramifying effect," and that "labor policies may be in the process of revision."

All of which seems to have been given great weight as the commission determined that the increases should not be made permanent. The report said:

"If the period for which we must make a projection can be shortened, opportunity to make a better determination is greatly improved. Also, more adequate consideration then can be given to diverse trends of conditions among shippers and among areas in their bearing on rate adjustments and on the revenues of carriers."

For a "guidepost" on the matter of authorizing extension of the present surcharge set-up, the commission relied on the national transportation policy's call for a transportation system adequate to the needs of national defense. In that connection, the report had this to say:

"Our experience in the past indicates that our transportation system may, without extensive notice, be called upon to make extraordinary exertions in be-



DIRECTORS OF THE SANTE FE posed for a formal picture when they recently met for the first time in their new quarters at Chicago. The portrait of President Fred G. Gurley (who, incidentally, is standing at the extreme left) is one of a series of five showing presidents who have led the present company since reorganiza-

tion in 1895. The table is elliptical in shape to permit greater visibility for those seated along its sides. The new quarters, designed and constructed under supervision of the Santa Fe's architectural staff, are located at the road's headquarters in the Railway Exchange building. The board usually met in New York.



half of national defense. There should be some insurance against any possible slow-down or break-down in transportation service, and that fact may well resolve some doubts about the propriety of increases in rates which might otherwise prove insuperable."

Earlier in the report, where it reviewed the railroads' financial presentations, the commission indicated that it may hereafter give more attention to "other income" in appraising the credit position of the industry. The report suggested "it is possible that we have over-emphasized the importance of net railway operating income."

"It is obvious," the commission added, "that net railway operating income is of crucial importance in the case of those carriers with practically no other income than that from their transportation properties. However, we are dealing here with an entire industry and the computations of net railway operating income and net income combine the figures of all the carriers."

"The item of 'other income' for all railways combined, though of course

much less than the total net railway operating income, is proportionately as important from the standpoint of the coverage of fixed charges, income taxes, capital expenditures, and dividends as is the net railway operating income. Thus, from 1950 to 1952, the 'other income' of the carriers ranged from \$265.6 million to \$288.7 million and was equivalent to from 62.1 to 65.3 per cent of their total fixed charges."

Other discussion in the report included what amounted to a commission challenge of contentions that railroad rates of return are comparable with those of public utilities.

"The facts," the report said, "discount considerably the value of comparisons of earnings between railroads and public utilities furnishing individual types of service and correspondingly weaken the argument that railroads are entitled to a level of rates for the transportation of freight which will yield a rate of return on their composite investment in freight and passenger facilities equivalent to the rates of return allowed such public utilities."

## Operations

### "Talk Won't Sell Service!"

"We must outperform our competition," D. J. McGanney tells West Coast superintendents at post-convention meeting

"Our service has to be better than that offered by our competitors—dollar for dollar—if we are to hold and increase our share of the volume of business. We can talk about push-button railroading, the greater economy and better performance of diesels, electronics in railroading, and all our other improvements—but our talk will not result in increased business unless we convince our customers through actual performances that these improvements mean better service for them."

Thus did D. J. McGanney, vice-president of the Southern Pacific, demonstrate to West Coast members of the Association of American Railroad Superintendents their key role in the traffic sales efforts of their respective companies. Mr. McGanney addressed his remarks to a joint meeting of the superintendents' group and the Los Angeles Transportation Club on August 6. The former group was participating in the annual West Coast post-convention meeting, held this year at Los Angeles. These meetings serve to bring highlights of the association's annual meeting at Chicago to that segment of far western membership unable to attend the Chicago meeting. In addition, the West Coast meeting includes a number of new features, such as Mr. McGanney's talk.

Mr. McGanney told the superintendents that "even the casual observer is impressed by the new equipment and improvements he sees along American railroads today. There is a reawakening of public interest in our industry and it's time we assessed it to determine how we can best develop it into more traffic moving on our rails." He added, however, that the public has little interest in the low earnings of railroads or subsidies given competitors and other handicaps under which railroads operate.

"The shipper," he pointed out, "does not concern himself with how fast operating men can switch his cars, or how swiftly the railroad performs book-keeping chores and keeps track of cars en route. What he cares most about is the period of time it takes the railroad to deliver the shipment to the consignee, from the moment he places the goods in the railroad's care to the time it arrives at a receiving platform. I have found that a dependable, scheduled service is what they want—and they want dependability even more than speed. There are markets to meet, and in modern industry the railroad, in many situations, is part of an assembly line. If we fail to maintain the schedule, we tie up the assembly line."

"Our big problem is to reduce the amount of time a car stands still. Even

### HAMMELL BARNSTORMING FOR EXPRESS AGENCY

"To set the record straight on some misconceptions concerning Railway Express," A. L. Hammell, REA president, is currently on a nationwide tour talking to business men and shippers from coast to coast.

In San Francisco he told a group of businessmen that:

- Railway Express is in favor of Public Law 199 (which regulates size and weight of parcel post packages) but was not responsible for its passage; that, he contended, was the responsibility of Congress "not because Congress was convinced it was good for Railway Express, but because it was convinced that the law was good for the nation."

- While some have claimed that Railway Express has changed its pick-up and delivery service in some areas, none of its services have been revised without a thorough study of traffic movement within an area.

- "We realize that good service has a very definite bearing on our ability to secure business, and it is a subject we are keeping under constant study. Our object is to better pre-World War II service and while it has not yet been fully met, it is a project that is getting top priority."

Referring to the need for Public Law 199, Mr. Hammell cited the 1947-1951 parcel post deficit of \$519,700,000 and charged that this loss had to be made up by taxpayers.

"I would like to ask you," he told his audience, "to put yourself in the position of having a direct competitor who need not worry about balancing his books . . . need not be concerned about meeting a weekly payroll . . . a company that can turn to the taxpayers at the end of the year to make up its deficit. Facing such competition, I believe you, too, would be interested in any laws affecting that competitor."

today, with all the advances that have been made, a freight car spends about four times as long in terminals as it does on the main line. The solution to this problem is in the collective experience and minds of you operating officers. If we can eliminate terminal delays, we will have made our greatest stride toward providing the kind of service shippers want and will use. From the shippers' standpoint, cars standing in a railroad yard are wasting his time. They are also wasting the railroad's time and money. The more they can be kept moving, the fewer the number of cars that will be needed to move a given volume of freight."

Speaking later of the problem of freight claims, Mr. McGanney posed this parallel to the superintendents: "We have accomplished wonders in protecting human lives. There seems to be little reason why we can't do the

same thing in protection of freight."

Concluding with remarks on the human relations responsibilities of a superintendent, Mr. McGanney cited his feeling that "the whole foundation of service rests on the attitude and morale of the employee." He said that equally important to selecting, training and developing an employee "is the matter of determining his satisfaction with his job. A large part of that training effort can be wasted if the employee becomes dissatisfied with working conditions through lack of under-

standing, or feels that he is not appreciated, or in other ways goes stale on the job." He said employees want to know management thinking and that candor on this subject, plus an honest interest in the employees' welfare, can keep open a two-way channel of communication beneficial to both the company and the employee. "Nothing," he warned, "can break down goodwill more rapidly than employees who are dissatisfied with their jobs, or who talk disparagingly of their company to outsiders."

## NYS&W Asks Per Diem "Damages"

Seeks \$3.9-million payment, and injunctive relief, under anti-trust laws, in counterclaim against western railroads

Trebled damage payments aggregating \$3.9 million, and injunctive relief from payment of flat freight car per diem rental charges, have been asked by the New York, Susquehanna & Western in a counterclaim which it has filed to suits brought against it by a number of western railroads.

The legal action is an outgrowth of the Susquehanna's proposal of March 16, 1951, that the flat per diem rate (then \$1.75) be abolished, and that there be substituted therefor a sliding per diem scale of \$1.20 for all cars placed in service prior to January 1, 1945; \$1.75 for all cars placed in serv-

ice between that date and July 1, 1951, or rebuilt after February 1, 1945, at a total labor and material cost of not less than \$1,700; and \$2 per day for all cars placed in service on or after July 1, 1951. On March 12, 1953, "in view of the increase in maintenance costs since March 1951," it proposed that these rates be increased to, respectively, \$1.33, \$1.94, and \$2.21. Basis for the Susquehanna's graduated per diem proposal was its assertion that "any per diem charge which will cover ownership costs of cars built at present prices . . . must necessarily greatly exceed ownership costs for cars built

before the present inflationary period"; but that "cars built under present circumstances should earn a per diem charge sufficiently high to cover costs of ownership."

In line with its original proposal, the Susquehanna ceased to pay standard per diem rates as of April 1, 1951. It has, as a result, been named as defendant in suits filed against it by various railroads in an attempt to recover from it the difference between standard, or higher, per diem charges and the amounts it has actually paid (*Railway Age*, August 3, page 6). Its counterclaim for damages and injunctive relief is included in an answer to those suits which was filed August 10 in the United States District Court at Newark, N.J.

In its answer, the Susquehanna points out that roads suing it originate "a large volume of freight," "own large numbers of freight cars," and "have heavy per diem credit balances." It, on the other hand, as a "terminal" road, "has a net per diem debit balance of approximately . . . 11 per cent of its gross freight operating revenues"; and is "precluded" under car service rules, from sending its own cars off line "to create per diem credits."

### Alleges "Conspiracy"

The answer alleges that "plaintiffs have combined and conspired with numerous other railroads . . . and with the Association of American Railroads . . . to fix the rate of freight car rental which . . . they shall uniformly exact from the Susquehanna and other heavy per diem debtors and all other railroads not voluntarily agreeing to pay the same." It further asserts that the exemption from anti-trust laws accorded to the per diem agreement under the Reed-Bulwinkle Act (Section 5a of the Interstate Commerce Act) does not extend to this alleged "combination and conspiracy." And it also states that the plaintiff railroads have attempted to "coerce and punish" the Susquehanna for its failure to pay standard per diem rates, by withholding "payment of large sums admittedly owing by them to the Susquehanna, on accounts wholly unrelated to freight car rental," and "by diverting traffic" to the Susquehanna's competitors. This, says the answer, has "injured" the Susquehanna "in the amount of \$1,300,000" which, when trebled under the anti-trust laws, becomes the \$3,900,000 payment the Susquehanna is asking from the plaintiff companies.

The answer also asks injunctive relief from collection, or attempts at collection, of standard per diem rates from the Susquehanna by the plaintiffs.

Roads involved in the suit as plaintiffs against the Susquehanna are the Atchison, Topeka & Santa Fe; Chicago & Illinois Western; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Chicago, Milwaukee, St. Paul & Pacific; Colorado & Southern; Denver & Rio Grande Western; Fort Worth & Denver; Great Northern; Illinois



**A TECHNICAL CENTER**—a model of which is shown above—for comprehensive research, mechanical development and advance testing has been completed by the National Malleable & Steel Castings Co. at Woodhill road and Woodland avenue, Cleveland, adjacent to the company's Cleveland plant. It is now occupied by the company's engineering department. The plant includes specially equipped test cars for operation over

1,400 ft. of test track (right) as well as in main-line railroad service. The impact test track, 600 ft. long, and laid out to accommodate three track gages, with inclines at both ends, provides for impact speeds up to 44 m.p.h. Facilities and services of the laboratory, in addition to their use in the development of the company's own products, will be made available by National Malleable to railroads and related industries.



Central; Northern Pacific; and St. Louis-San Francisco. Similar actions are pending between the Susquehanna and the Missouri-Kansas-Texas and the Missouri-Kansas-Texas of Texas; between the Susquehanna and the Union Pacific; and between the Susquehanna and the Chicago & North Western.

## In Congress

### F.R.P. Wants Passenger Excise Tax Repealed

The 15 per cent excise tax on transportation of persons by commercial carriers, particularly railroads, is a hidden subsidy to the automotive industry, William N. Leonard, president of the Federation for Railway Progress, told the House Ways and Means Committee last week.

The House group is conducting a study of the general tax structure, and plans to draft legislation to correct inequities and bring the tax code up to date. The Association of American Railroads presented testimony at earlier hearings (*Railway Age*, August 10, page 13).

Mr. Leonard, head of the department of economics and commerce at Pennsylvania State College, said the excise tax on travel has contributed to the automotive industry's growth since World War II. The F.R.P. president said the excise tax discourages travel, and throws an extra burden on the highways.

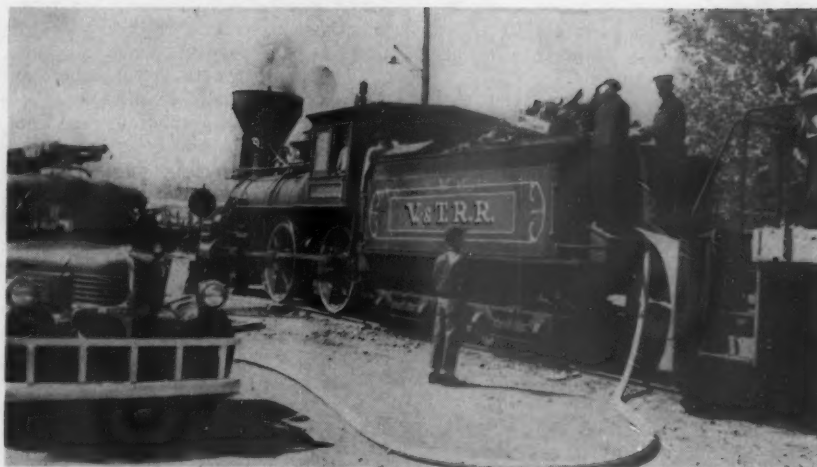
By diverting traffic to highways, the tax adds to the expense of road building, Mr. Leonard added. He said the reasons for adoption of the tax in 1941 "no longer exist," and its removal would help reduce the railroads' passenger deficit.

### N.A.R.U.C. Favors Repeal

Austin L. Roberts, Jr., acting general solicitor of the National Association of Railroad and Utilities Commissioners, advised the House committee on August 10 that his association favors repeal of the 3 per cent excise tax on transportation of property and the 15 per cent excise on transportation of persons.

Mr. Roberts said there are two basic inequities in the tax on transportation of property. He said it is "highly discriminatory" against the long-distance user, and it discriminates in favor of private carriers because they do not have to pay it.

A Western Union presentation on August 10 asked the House group to provide exemption from the communication tax for common carriers using domestic telegraph service. It stated that existing tax law permits carriers to use tax-free leased wire service in the conduct of business, and competitively this puts W.U. at a disadvantage.



**THE OLD WOOD-BURNING "GENOA"** — formerly Virginia & Truckee No. 12 and now owned by the Railway & Locomotive Historical Society—was brought from its storage place at the Western Pacific's Portola shops to Reno, Nev., on the occasion of the Pacific Coast regional meeting of the National Model Railroaders' Association. The old wood-burner had to get its water from the

local fire department—the WP has removed all steam facilities due to dieselization of its Reno branch—and the town was scoured for wood to fire her up. The engine, together with V&T coach No. 16, was used to give rail fans and local townspeople rides over trackage in and around Reno. Gilbert H. Kneiss, assistant to president—public relations of the WP, was guest speaker at a dinner.

### Money for I.C.C. And Other Agencies

Appropriations totaling \$11,284,000 for the Interstate Commerce Commission, \$425,000 for the Defense Transport Administration, and \$1,064,000 for the National Mediation Board and National Railroad Adjustment Board are included in appropriation acts which were passed at the recent session of Congress. The funds provided are for the current fiscal year which began July 1.

The I.C.C. appropriation includes \$9,600,000 for the commission's "general expenses," a budgetary grouping which embraces most of the commission's activities; \$974,500 for "railroad safety" work; and \$709,500 for locomotive inspection. The \$1,064,000 provided for N.M.B. and N.R.A.B., includes \$497,000 for the latter.

When the D.T.A. appropriation was finally fixed at \$425,000, Administrator James K. Knudson issued a statement explaining how the agency has organized to operate on that basis.

The internal organization, the statement said, now consists of "four offices and three groups." Principal officers, in addition to Administrator Knudson, are: Homer C. King, deputy administrator; Francis A. Silver, general counsel; Clarence Barker, administrative officer; and Robert R. Hendon, director of the Tax Amortization and Defense Loans Group.

There are also the Transport Specialists Group and the Advance Mobilization Planning Group. These "are composed of specialists and consultants assigned to specific problems in the various aspects of transportation as related to national defense, including

assignments from the Office of Defense Mobilization," the D.T.A. statement said.

### Eight House Bills Endorsed by T.A.A.

Proposed legislation to repeal the Interstate Commerce Act's commodities clause, to provide more liberal valuation and depreciation arrangements for railroads, and to curtail the Interstate Commerce Commission's power to suspend rate changes has been endorsed by the Transportation Association of America.

These proposals, together with others which T.A.A. has also endorsed, are embodied in eight bills introduced in the House "by request," by Representative Pelly, Republican of Washington, just before the adjournment of Congress' recent session.

The commodities clause repealer is H.R. 6733. This clause, which is Section 1 (8) of the act, prohibits railroads from transporting any commodity (except timber and manufactured products thereof) in which they have any interest—unless such commodity is intended for use in the conduct of the railroads' common-carrier business.

The more liberal valuation and depreciation arrangements are proposed in H.R. 6734 and 6735. The former would add to Section 19a(b) a new paragraph stipulating that any book value used in ascertaining valuation "shall reflect only the depreciation actually charged to operating expenses" during the involved property's life prior to the date of the valuation. H.R. 6735 would add to Section 20(4) a require-

ment that depreciation rates fixed by the I.C.C. shall be adequate to write off the cost of the property covered, "during its economic life."

The bill which would restrict the I.C.C.'s power to suspend rate changes is H.R. 6739. Applying to rate changes proposed by all carriers subject to the act, it would cut the maximum suspension period from seven months to six months. It would also eliminate from Section 15(7) provisions authorizing the commission to require railroads to set up arrangements for refunds in cases where a commission decision (rendered after expiration of the suspension period) fails to approve a proposed increase.

Another of the bills, H. R. 6740, would provide for I.C.C. action, with "special expedition," in the matter of bringing intrastate rates into line with general interstate increases. A petition for I.C.C. action could be filed if any state regulatory authority failed to act "finally" within 45 days after the filing of the intrastate application, or the date of the I.C.C. order, whichever were later.

The other three Pelly bills are H.R. 6736, H.R. 6737, and H.R. 6738. The first would add to Section 1(20) a proviso requiring the I.C.C. to approve abandonment of any railroad line if it found that continued operation would result in financial loss to the carrier.

H.R. 6737 and H.R. 6738 are designed to put parcel post rates on a cost-of-service basis. The former would direct the Postmaster General to determine costs as a basis for prescription of rates by the I.C.C. The latter would give the Postmaster General authority to adjust postal rates himself, but it would require that the adjustments be justified by cost studies which assigned to each type of service "all costs reasonably attributable thereto."

## People in the News

### UP's Stoddard Heads U.S. Chamber's Transport Group

Arthur E. Stoddard, president of the Union Pacific, has been appointed chairman of the Transportation and Communication Committee of the Chamber of Commerce of the United States.

This was announced August 10 by the chamber's president, Richard L. Bowditch, who said the 45-member committee will work for "elimination of government competition and reduced regulation in the field of transportation and communication." The chamber's announcement also had, from Mr. Stoddard, a statement saying the committee's program for the 1953-54 year "will place emphasis on pending transport legislation so that the chamber will be able to present effectively its views on major transport bills."

The membership includes five representatives of each of five transport agencies—rail, truck, ocean shipping, air, and local transit. Ten members are shipper representatives, while the others represent bus transportation, pipe lines, barge transportation, freight forwarders, the warehousing industry, and chambers of commerce.

Railroad representatives, in addition to Chairman Stoddard, are A. L. Hammell, president of the Railway Express Agency, and these railroad presidents: C. M. Roddewig, Chicago & Eastern Illinois; John E. Tilford, Louisville & Nashville; and William White, New York Central.

### Gilbert Heads B.L.F.&E.; Succeeds Robertson

Effective September 1, H. E. Gilbert, a vice-president of the brotherhood since 1947, will succeed David B. Robertson as president of the Brotherhood of Locomotive Firemen & Enginemen (*Railway Age*, August 3, page 5).

Born October 5, 1906, at Ethel, Mo., Mr. Gilbert worked for the signal department of the Santa Fe from April 1925 to February 1926, becoming a locomotive fireman in July of the latter year. The following October he moved to the Alton (now Gulf, Mobile & Ohio), as fireman, and was promoted to engineman in 1935.



H. E. Gilbert



David B. Robertson

He has served the B.L.F.&E. in many capacities—as a local lodge officer; local grievance committee member; local chairman; legislative representative; convention delegate; secretary-treasurer of general grievance committee on the Alton; general organizer; member of the executive board of the union's Illinois State Legislative Board, and from 1942 to 1946, as assistant in the office of international president. On July 1, 1944, he became a member of the brotherhood's board of directors, and three years later was elected a vice-president. Since September 1951, he has been assigned to the organization's Chicago office.

Mr. Robertson, who announced his own forthcoming retirement in his keynote address to the brotherhood's 1953 convention at Boston (*Railway Age*, July 20, page 5), has headed the union since July 1922. Born at West Austintown, Ohio, May 13, 1876, Mr. Robertson worked for the Pennsylvania, and from 1898 to 1905 for the Erie, as hostler, fireman and engineman. From 1905 to 1913 he was B.L.F.&E. general chairman on the Erie; and from 1913 to 1922 was a vice-president of the brotherhood.

## Traffic

### Tariff Research Group Orders More Improvements

The Railroads' Tariff Research Group has distributed Freight Tariff Improvement Bulletins 41, 42 and 43, and Supplements 2 and 3 to Bulletin No. 30.

They went to tariff publishing agents and tariff publishing officers of indi-

### B.R.T. STRIKE HALTS SACRAMENTO NORTHERN

All operations of the Sacramento Northern came to a halt at 11 p.m. August 11 as the Brotherhood of Railroad Trainmen called a walkout of all conductors and trainmen on the line. A federal mediator met with representatives of management and the union during the five days preceding the walkout in an unsuccessful effort to settle differences over working rules interpretations, time claims, etc. Wages are not involved.

The SN is a subsidiary of the Western Pacific. It operates some 265 miles of line between Oakland, Cal., Sacramento and Chico, partially by diesel and partially by electric power. It has no passenger service.

Preliminary indications are that the strike will be a prolonged one. The brotherhood, it is stated, will not accept jurisdiction of the National Railway Adjustment Board. And at the time of the walkout, no further negotiating sessions were scheduled.



vidual railroads, and they prescribe tariff specifications which were approved in Washington, D.C., July 9 at a joint meeting of the Railroads' Administrative Committee and the Cooperating Committee of the N. I. T. League.

Supplement No. 2 to Bulletin 30 is the final stage in the treatment of the problem of partly amending tariff items. It prohibits partial amendment of rate items. In Supplement 3 to Bulletin 30, tariff makers were admonished to take immediate steps to condense or otherwise reduce the length of rules or narrative items which now exceed half a page in length.

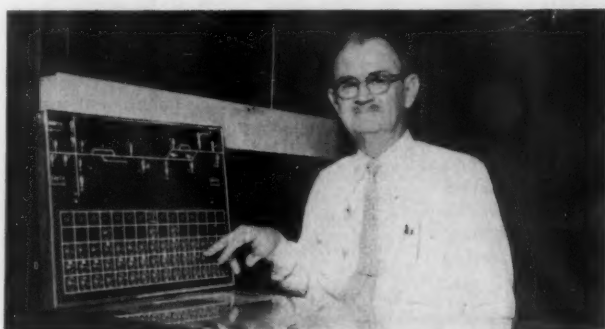
Bulletin 41 requires uniform use of station index numbers in Agent Leland's Open and Prepay List whenever

stations are shown or referred to by index numbers in freight tariffs. The purpose is to achieve standardization upon the basis of a single system of station numbering for all freight tariff purposes.

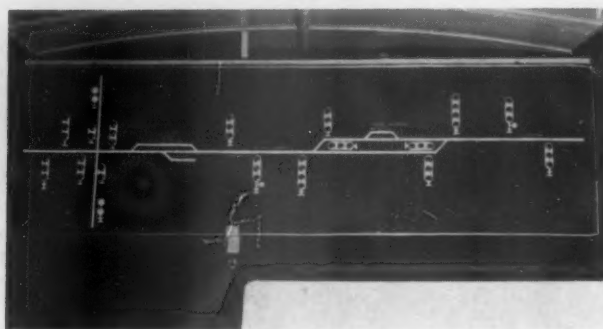
Bulletin 42 sets the stage for a standard set of abbreviations for carriers participating in railroad tariffs. The chief traffic officer of each railroad participating in Agent Leland's Open and Prepay List has been requested to arrange for a policy-level review of the abbreviation now shown in that list for the account of his railroad to the end that all abbreviations will be "brief and concise, and revealing as to the identity of the name of the carrier in each case."

Bulletin 43 is another action in the program to eliminate from tariffs all matter extraneous to the average tariff user. It provides that references to underlying orders of regulatory commissions be made only in connection with the initial publication of the matters involved.

Also issued recently by the Research Group was its Questionnaire No. 19. It asks these questions: Do state commission numbers on the title pages of tariffs and supplements serve any purpose useful to the tariff user? If not, should they be eliminated entirely? The subject was previously dealt with in Questionnaire No. 4, but the researchers want to develop the matter further.



**SWITCHES** on this control board are used by C. W. Bates to set up different signal problems . . .



. . . which appear as signal indications on the instruction panel permanently mounted above the chalk board.



**REMODELLED** from an old coach, this instruction car is being used to instruct crews in newly signalled territory and to refresh crews in others.

## MODEL SPEEDS SIGNAL RULES INSTRUCTION

Faster, improved training in signal rules and in train operations governed by automatic signal indications is claimed by the Kansas City Southern, as the result of a new signal training aid now in use on its instruction car.

Rapid extension of centralized traffic control, plus new interlocker and automatic block signal installations on many parts of the system, created a special problem in training crews—particularly on those districts newly converted. In the course of his work,

C. W. Bates, KCS rules examiner, noticed that the men seemed to grasp much faster, and to retain much better, instruction presented to them visually. He therefore designed and built the signal indication panel pictured herewith, which is now mounted in his instruction car. By manipulating switches on the control board at his desk, he can set up any kind of signal problem on the instruction panel, which is designed to represent about 20 miles of single-track railroad.

One unexpected result of use of this instruction panel has been that many students, once a given problem has been solved, are eager to learn how the movements of their train affect signals governing other trains in the vicinity, and the probable course of action to be taken in unusual circumstances.

The KCS believes use of this visual instruction panel has proved much more effective than strict "text book" study would have been.

## Supply Trade

### General Motors To Sell Hertz System

Although terms of the transaction have not been disclosed, General Motors Corporation has announced that it will sell its interest in the Hertz Drive-Yourself System, Inc., to Omnibus, Incorporated, New York transit bus concern.

Because Omnibus recently sold its interest in the Chicago Motor Coach Company to the Chicago Transit Authority for \$16.5 million, observers reason that the corporation acquired the Hertz system for a somewhat smaller figure. Harlow H. Curtice, president of G.M., commented on the sale by saying that his company's activities are primarily in manufacturing and sales, whereas the Hertz system is largely an equipment operating concern. Hertz operates in 28 cities and through franchise operators covers 500 more. It owns nearly 10,000 passenger cars and 15,000 trucks for rental use.

There was nothing in the announcement to indicate a change in the relationship between Hertz and the railroads and airlines. Walter L. Jacobs, founder of the system and now president and general manager, will continue in his present position under the new ownership.

**Measurements Corporation**, Boonton, N.J., has become a wholly owned subsidiary of **Thomas A. Edison, Inc.**, West Orange, N.J. There has been no basic change in policies or personnel. **Henry G. Riter, 3rd**, president of Edison, is also president of the subsidiary; **H. W. Houck** is vice-president and general manager; and **Jerry B. Minter** and **John M. van Beuren**, vice-presidents.



**JOSEPH I. SIMPSON**, who has been appointed director of all railroad activity for **American Pamcor, Inc.**, Haverton, Pa., new subsidiary organization of **Aircraft-Marine Products, Inc.** Mr. Simpson has for the past 12 years been engaged in cooperative development of solderless wiring techniques for railroad use.

**William C. Vanbebber**, supervisor of renewal parts for Baldwin diesel locomotives for the Pacific Coast district, has been appointed sales engineer for **Baldwin-Lima-Hamilton** testing equipment in Los Angeles and surrounding territory.

**Stanley E. Noble**, who retired as assistant chief engineer of the Chicago & North Western July 1, has been retained as railroad consultant by the wire and cable division of **Copperweld Steel Company**, at Chicago.

**A. Dix Leeson** has been named advertising manager of the **Budd Company**. He has been with the company since 1947 and for the past four years has been assigned to the office of the secretary. In his new position he will direct advertising and public re-

lations activities under supervision of **H. A. Coward**, vice-president.

### OBITUARY

**L. M. Klinedinst**, who retired in 1948 as vice-president in charge of sales and director of **Timken Roller Bearing Company**, died in Canton, Ohio, August 10, of a heart ailment.

## Equipment & Supplies

### FREIGHT CARS

#### 6,370 Freight Cars Delivered in July

New freight cars delivered in July for domestic use totaled 6,370, compared with 6,463 in June and 5,402 in July 1952, the American Railway Car Institute and the Association of American Railroads have announced jointly.

Domestic orders were placed in July for 1,632 cars, the announcement added, and the backlog of freight cars on order and undelivered August 1, was 47,423. A breakdown by types of cars ordered and delivered in July and of cars on order August 1 follows:

Type	Ordered, July '53	Delivered, July '53	On Order & Undelivered, Aug. 1 '53
Box—Plain .....	105	1,583	11,239
Box—Auto .....			
Flat .....	193	261	2,602
Gondola .....	15	1,308	13,384
Hopper .....	5	1,790	7,124
Covered Hopper .....	625	820	4,157
Refrigerator .....		129	3,025
Stock .....			
Tank .....	254	464	4,094
Caboose .....		5	128
Other .....	435	10	1,670
<b>TOTAL .....</b>	<b>1,632</b>	<b>6,370</b>	<b>47,423</b>
Car Builders .....	1,399	4,196	28,534
Railroad and Private Car Line Shops .....	233	2,174	18,889

(Continued on page 23)



**H. GLEN WILLSON** (left), has been appointed manager, customer services department, of the **Union Switch & Signal Division** of **Westinghouse Air Brake Company**. He has been



administrative assistant to **JAMES WRIGHT** (center), assistant vice-president, who recently retired. **HARRY P. CLAPP** (right), has been appointed section engineer, classifica-



tion yards. He has been engineer, classification yards, since 1949, prior to which he was employed in the engineering department of the **Chesapeake & Ohio**.



Some important *economic facts* about

# LOW-COST SOLID BEARINGS

*Here are some conservative estimates on the cost per car per year to maintain solid bearings . . . and some basic reasons why no return on an investment in non-standard bearings could be realized:*



**One** The average annual net cost per car for all materials necessary to the maintenance of solid bearings, including oil and packing, amounts to only 2.62% of the current cost of installing expensive non-standard bearings.

**Two** Based on the number of packers and oilers required by one railroad whose miles-per-hot-box average for 1952 was 3 times the average for all Class I roads reporting to the AAR, the cost per car per year for this labor is only about 3% of the current cost of installing non-standard bearings.

**Three** All routine solid bearing maintenance costs come to less than the annual fixed charges (interest and depreciation) on the investment necessary to install non-standard bearings. Thus, when you take the high maintenance costs for non-standard bearings into consideration, it can be seen that solid-type bearings are by far the better buy.

.....

**In any serious consideration** of bearing economics, it must be remembered that the favorable returns claimed for high-cost non-standard bearings are neither realistic nor practically attainable in the foreseeable future. That's because:

1. Over 50% of the claimed savings are derived by including as costs for solid bearing operation the presumed loss of imaginary revenues that are in reality not available to the railroads.
2. The high cost of periodic disassembly, inspection and reassembly of non-standard bearings (in all probability far higher than comparable costs for solid-type bearings because more time, more skilled labor and more extensive shop facilities would be required) is completely ignored by their promoters.

3. The miles per failure for non-standard bearings is set at a figure several times the actual performance of such bearings in passenger service — where the bearings receive preferred (and costly) maintenance and where they carry far lighter unit loads in far less rigorous service.

4. The claimed savings for non-standard units are also essentially a *prospectus* — because their cost has been estimated at less than one fourth the current cost for comparable bearings on passenger equipment.

## HOW TO LICK HOT BOXES

You can lick hot boxes best with low-cost solid bearing designs. Heat-resistant lining metals and low-cost alarms are already available. Improved lubricating methods are being developed. Combine these improvements with an intensified program to upgrade maintenance practices and hot box problems can be quickly overcome. Then too, you still retain all the inherent advantages of solid bearings — lighter weight, smoother riding quality, lowest accelerating and running resistance, highest load capacity, and many others.

Be sure you have the FACTS about low-cost solid bearings. Write to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

**MAGNUS**  
**Solid Bearings**



*Right for Railroads  
...in performance...in cost*

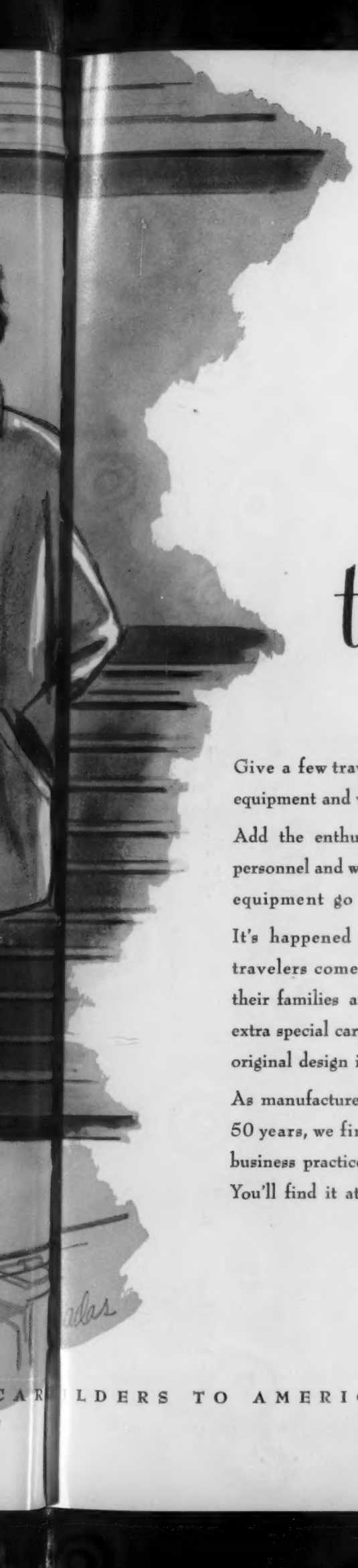
**MAGNUS METAL CORPORATION** *Subsidiary of* **NATIONAL LEAD COMPANY**

a.c.f.

*Tal*







# spreading the good word

Give a few travelers something extra in equipment and watch the good word spread.

Add the enthusiastic support of railroad personnel and watch your favorite passenger equipment go 'over the top' sales wise.

It's happened time and again...happy travelers come back for more and bring their families and friends. All because of extra special care and thoughtfulness in the original design ideas.

As manufacturers of railroad cars for over 50 years, we firmly believe in the sound business practice of giving *something extra*. You'll find it at A.C.F. in terms of helpful

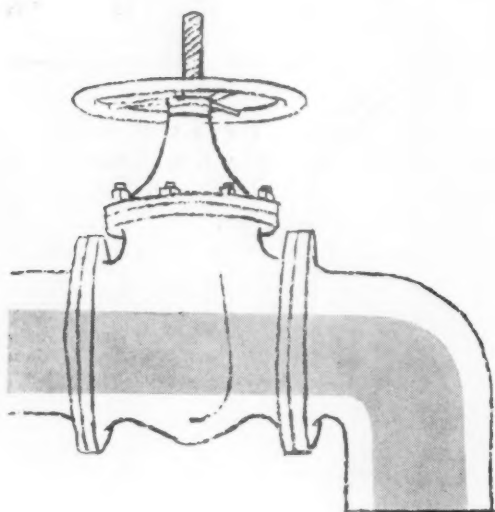
design ideas...in unique equipment for faster and more economical construction...in the mature understanding of the day-to-day problems brought about by stiff competition for today's travel dollar.

*Right now A.C.F. has many new startling innovations in passenger car design that can mean a new era of profit potential for many routes.*

The details make mighty interesting listening...why not call in your nearby A.C.F. Representative and hear some of them. American Car and Foundry Company, New York · Chicago · St. Louis · Philadelphia · Washington · Cleveland · San Francisco

a.c.f.

CAR BUILDERS TO AMERICA'S RAILROADS



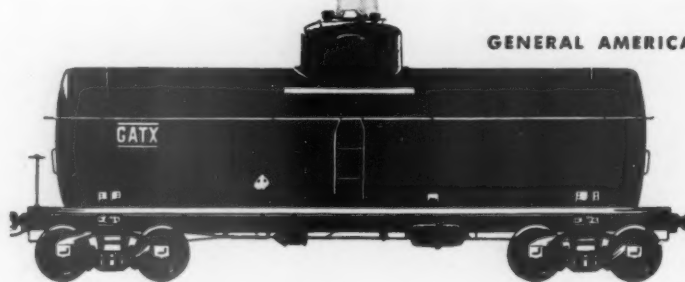
**as the need for bulk liquids has grown, new GATX tank cars**  
 have been designed,  
 built and operated  
 by General American

*The GATX fleet of 45,000 tank cars contains more than 200 specialized types to meet the needs of bulk liquids shippers.*



**GENERAL AMERICAN TRANSPORTATION CORPORATION**

*135 S. La Salle Street, Chicago 90, Illinois  
 Offices in all principal cities*





## Time to Build Support For Needed Legislation

Considering the optimism which many people concerned with transportation felt at the prospect of having the Republicans in office again—it comes as a distinct let-down to see the first session of Congress ended without the enactment in this area of any constructive legislation whatsoever.

What went wrong anyhow, and can the situation be retrieved in the second session of the present Congress, when the legislators are likely to have their major attention focused on next year's election?

As for the first part of that question, it is this paper's opinion that the various interests in transportation—including the railroads—might well have devoted more intensive effort than they have done to popularizing some of the "planks" in the program for transportation which was matured by the Transportation Association of America.

Another part of the answer to this first question may lie in the chairmanship of the Senate Interstate Commerce Committee of the late Senator Tobey—who was a man of diversified interests, among which transportation was certainly not preponderant. His successor in this chairmanship, Senator Bricker, understands the political troubles of transportation, probably, as well as or better than anyone else in the Congress. If these questions cannot now be dealt with constructively under such leadership as his, it may be doubted whether they can ever be resolved.

Legislative technique is one thing and general education in specific transportation proposals is another. The two processes are inter-related, but they are not identical. For example, legislative technique for a period of weeks or months may require major or exclusive attention upon one specific measure—but broad educational effort cannot well be exclusively concentrated on Project A, to the exclusion of Projects B, C, D, et al. If this is done, then, when Project A has been dealt with legislatively, the result is a vacuum in legislative interest and understanding, which has to be filled again before Project B or any other project can be broached. All this takes time. At such a rate of progress, it would require a couple of decades to secure a program of legislation which ought to be the achievement of a single Congress.

Granted that Congress can handle only one

big subject at a time on the actual legislative "firing line," it certainly seems that "grass roots" activity could well be going on simultaneously in behalf of a half-dozen projects—not yet actively before the legislators in the form of specific bills. What other way is there that the forces in charge of legislative effort can be assured of support from legislators' constituents when such support is needed? This support cannot be achieved overnight, but may require months and even years of educational activity.

The Administration, as such, has not assumed leadership regarding specific transportation legislation—but Commerce Secretary Weeks in his May 28 speech to the American Iron & Steel Institute certainly indicated his understanding of the objective, i.e., a transportation industry able to stand on its own feet financially and having an ample inflow of private investment funds. The tone of Secretary Weeks' speech plainly indicated receptiveness on the Administration's part to constructive legislative action—but, apparently, the initiative has been left entirely to Congress and to the transportation industry itself.

All in all, it looks as though a lot of valuable legislative time has elapsed without too much to show for it. On the other hand, the attitude of both Congress and the Administration is, at least, receptive. There are several specific proposals for legislation about which a considerable degree of agreement has been achieved among leading spokesmen for the various interests in and around the transportation industry. Aren't there at least a half-dozen of these proposals which would stand a fair chance of success? Can the railroads—and other similarly interested segments of the transportation industry—afford to do any less than put the full weight of all their facilities for public education (local and regional as well as national) behind an effort to get popular support for enactment of these projects into law during the next session of the present Congress?

It is not "more law" that the transportation industry needs, but less law—and the kind of legislation involved in all of the projects which deserve consideration is largely of the "less law" or "repealer" variety. That is, it would simplify or equalize government's regulatory activity in transportation and not extend it to additional functions or increase its unbalance or complexity. If such legislation—widely supported by disinterested authorities—cannot be secured from a Congress and Administration which are openly friendly to private industry, how likely is it that it ever can be enacted?

## Questions and Answers

**QUESTION:** A reader writes: "Is it the prerogative of the shipper or the carrier to specify 'daylight movement only' and why?"

**Answer:** Loads with extreme dimensions are, in many cases, moved by the Erie in daylight only.

Under such circumstances the movement is slow, careful and always under observation so as to avoid trouble at

points of extremely close clearance. Daylight movement only is specified, in the interest of safety, at the discretion of our clearance engineer.—H. H. CLARK, *Superintendent Transportation, Erie.*

**QUESTION:** Many loaded freight cars are placarded by shippers with "DO NOT HUMP" cards. Is there a need for such placarding in the interest of prevention of damage to contents?

[More answers to this question will be given in a future column.—G.C.R.]

**Answer (1):** Although we respect a "Do Not Hump" card, we do not undertake to run any cars around the hump. All cars placarded "Do Not Hump" are humped. Sometimes the placards are old and do not refer to the load which is in the car at the time we get it. In other cases we find the placards on empty cars.

At Potomac yard we check the contents of every car as to its fragile characteristics. If the load is subject to damage under what might be considered an ordinary impact, we put a brakeman on the car to operate the hand brake to be sure that the car does not receive a heavy impact when it couples to other cars on the classification track. We then further protect the fragile load by having a brakeman ride the car next into the classification track so the fragile freight receives no impact from the rear. Under our system, I would say there is no necessity for placarding cards, but I am not in position to answer the question for all hump yards. However, I believe I

am correct in stating that if any railroad goes to the expense of building a hump yard, it does not seem reasonable that it would go to the trouble and expense of switching out cars placarded "Do Not Hump" and running them around the hump. Such a procedure would result in interference with ordinary handling of business.

In my opinion, there is not as much shock sustained by equipment, with resultant damage to lading, on a retarder equipped hump as in the ordinary flat switching yard. I think a placard reading "FRAGILE—HANDLE CAREFULLY" probably would do more good than one reading "DO NOT HUMP." Incidentally, the latter form of placard has been modified by some shippers by adding "UNLESS HUMP IS EQUIPPED WITH RETARDERS." That makes some sense, but even that isn't the answer. I think such a car still would be humped over a rider hump, if it were to be classified at such a terminal.—C. E. MCCARTHY, *Manager, Potomac yard.*

**Answer (2):** With advent of modern retarder controlled hump yards, together with Teletype equipment for relaying waybill information on cars to retarder operators and others controlling movement of cars, the need for such placards no longer exists.

The Belt Railway's Clearing yard in the Chicago area is one of the world's finest freight classification yards. The classification work in Clearing is performed by hump operation, with modern electro-pneumatic controlled switches and car retarders. Clearing is equipped with modern Teletype equipment for transmitting waybill information from the central yard office to outlying yard offices and hump towers. By Teletype we make available to retarder operators the commodity description of ladings and any special handling instructions which may be on the waybill. The operator then knows how to handle the car. This has prac-

tically eliminated rough handling of cars in hump switching.

Many commodities transported today will not stand up under severe coupling shocks, even though the shipper uses the most modern packing and loading methods. In the face of this situation, the railroads have undertaken to provide up-to-date equipment and methods for handling cars. The modern retarder has helped to overcome rough handling. Consequently, that old adage among shippers, "do not hump my products," is outmoded. Certainly shippers should be made aware of this fact. Incidentally, one of our major industries for many years placarded cars loaded with fragile products. After observing the retarder operation they were convinced that the placards were unnecessary. They then quit using the "Do Not Hump" placards.—L. A. EVANS, *Vice-President and General Manager, Belt Railway of Chicago.*

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.



(Continued from page 16)

The **Canadian National** has ordered for its U.S. Lines, including the **Grand Trunk Western**, five air-dump cars from the Magor Car Corporation.

## LOCOMOTIVES

The **Canadian National** has ordered 50 diesel-electric road-switching locomotives, including 18 1,600-hp. units from the Montreal Locomotive Works; 24 1,500-hp. units from General Motors Diesel, Ltd.; and eight 1,200-hp. units from the Canadian Locomotive Company.

The **Indiana Harbor Belt** has ordered seven 1,200-hp. switching locomotives from the Electro-Motive Division of General Motors Corporation. Delivery is scheduled for September and October. Cost of the new locomotives has been reported as approximately \$700,000. Presently all-dieselized with 118 locomotives, the IHB cited increased traffic plus the need for spare power to protect maintenance withdrawals, as the reason for the new order.

The **White Pass & Yukon** has purchased two 80-ton, 800-hp. diesel-electric switching locomotives from the General Electric Company, for delivery in the spring of 1954. Because of the extreme winter weather conditions under which they will operate, the locomotives will be equipped with full box cabs.

## New Facilities

**Atchison, Topeka & Santa Fe.**—Foundations, floors, platforms, etc., of a new stores department facility at Corwith yard (Chicago) will be built by the Ellington Miller Company, Chicago. This work is part of the overall modernization of Corwith yard.

**New Orleans Public Belt.**—Plans are being drawn for a new 644-car classification yard using land now occupied by the Soniat St. yard and the Joseph St. grain yard, plus three blocks of land that lie between them. The new yard will probably have 16 tracks, two of which will have a capacity of 70 cars. The project will involve relocation of 20,000 feet of existing track and construction of 9,000 feet of new track. In addition to serving the area where the Belt receives most of its cars from trunk lines, the new yard will relieve congestion and speed operation of the entire Belt system.

**Northern Pacific.**—Locomotive repair facilities at Mississippi St. shops, St. Paul, are being expanded at a cost of \$220,000. The St. Paul contracting firm of J. S. Sweitzer & Sons, Inc., has begun work on the project, which includes conversion of a former steam

locomotive tank shop into a second shop for servicing diesel locomotives. This 70-ft. by 100-ft. building adjoins the existing diesel maintenance shop completed in 1946. Walls of the tank shop will be raised and a new roof built to permit installation of a 30-ton traveling crane which will span the entire width of the building. A drop table pit, serving the present diesel shop, will be extended into the new addition and additional removable tops for the table will be installed. The new building will be used primarily to facilitate handling of trucks, engines, traction motors and generators.

**Pennsylvania.**—Work will be completed early next year on relocation of tracks in Sharpsburg, Pa., where a two-mile stretch of the Conemaugh division's main line is being moved south. Five grade crossings and a trolley crossing are being eliminated by relocating two main freight tracks and one secondary track from Aspinwall to Etna.

**White Pass & Yukon.**—Warehouse facilities at Skagway, Alaska, are being expanded at a cost of \$75,000. The project includes extension of the present dock warehouse and erection of a new warehouse for storage of raw asbestos. Piling and decking are being rehabilitated as part of the project. The office building and passenger station at Whitehorse has been modernized at a cost of \$35,000. The company's rail program for 1954 calls for purchase of some 10 track-miles of 65-lb. rail to replace rail of an average weight of 45 lbs. Five miles of such rail are being laid during the current season. The cost of the 1954 program has been estimated at \$150,000.

## Financial

**Grand Trunk Western.**—*New Director.*—Harry J. Klingler, a vice-president and director of General Motors Corporation, Detroit, has been appointed a director of the GTW.

**Illinois Central.**—*Control.*—Division 4 of the I.C.C. has authorized this road to acquire indirect control of the Alabama & Vicksburg, a 141-mile line between Meridian, Miss., and Vicksburg. Mississippi Valley Corporation, a wholly owned subsidiary of IC, already owns 49.43 per cent of outstanding A&V stock. It will purchase additional shares from time to time, and is authorized to pay up to \$155 per share. The IC has operated the A&V as an integral part of its system since 1925, and it hopes eventually to be able to dissolve the separate company. Acquisition of direct ownership in this way would eliminate rental and tax payments, now aggregating \$544,485 annually.

**New England Transportation Company.**—*To Buy Bus Lines.*—This company (highway subsidiary of the New York, New Haven & Hartford) has agreed to buy the stock of three Rhode Island bus lines, provided approval is granted by the Public Utilities Administrator of Rhode Island and the I.C.C. The transaction would involve stock of the Short Line Company, the Rhode Island Bus Company, and the Charter Bus Corporation, excluding Short Line's Connecticut and New York divisions and real estate. The stock purchase, when and if consummated, would mark the largest single expansion in the history of N.E.T., increasing its bus mileage by some 30 per cent.

**New York, Chicago & St. Louis.**—*Use of Lackawanna Facilities.*—This road has asked the I.C.C. to approve an agreement covering use of the Delaware, Lackawanna & Western's passenger station and adjoining tracks at Buffalo, N.Y. The new agreement, extending from January 9, 1952, to February 28, 1954, is "essentially the same" as one previously in effect. The earlier agreement was cancelled by the Lackawanna in January 1952. The Nickel Plate told the commission it operates four passenger trains daily in and out of the Buffalo station.

## Abandonments

### Authorizations

**ILLINOIS CENTRAL.**—To abandon its harbor and incline facilities at Brookport, Ill., and its barge-towage service on the Ohio river between Brookport and Paducah, Ky. Traffic formerly moving through Brookport facilities has been diverted to Cairo, Ill.

**TRANSYLVANIA (Southern).**—To abandon a 9.8-mile segment of rail line between Rosman, N. C., and Lake Toxaway. The line has been operated by the Southern since 1906. Traffic over the line has declined over the years, and losses sustained by the Southern have been substantial, the I.C.C. said.

## Securities

### Security Price Averages

	Aug. 11	Prev. Week	Last Year
Average price of 20 representative railway stocks	64.29	64.64	64.03
Average price of 20 representative railway bonds	90.78	90.75	93.09

### Dividends Declared

**COPPER RANGE.**—5% preferred, \$2.50, payable August 29 to holders of record August 19.  
**ERIE & KALAMAZOO.**—\$1.75, payable August 15 to holders of record July 31.  
**FORT WAYNE & JACKSON.**—5½% preferred, \$2.75, semiannual, payable September 4 to holders of record August 20.  
**GREAT NORTHERN.**—preferred, \$1, payable September 18 to holders of record August 25.  
**KANSAS CITY SOUTHERN.**—62½¢, quarterly, September 15 to holders of record August 31;

4% preferred, 50¢, quarterly, payable October 15 to holders of record September 30.

**MAINE CENTRAL.**—5% preferred, \$1.25, on arrears, payable September 1 to holders of record August 15.

**NORTH PENNSYLVANIA.**—\$1, quarterly, payable August 25 to holders of record August 18.

**PITTSBURGH, YOUNGSTOWN & ASHTABULA.**—7% preferred, \$1.75, quarterly, payable September 1 to holders of record August 20.

**RUTLAND & WHITEHALL.**—\$1, quarterly, payable August 15 to holders of record August 1.

## Authorization

**CHICAGO & NORTH WESTERN.**—To assume liability for \$4,185,000 of equipment trust certificates, to finance in part 825 freight cars costing an estimated \$5,595,125 (*Railway Age*, July 13, page 127). Division 4 approved sale of the certificates for 99.67 with interest at 3 3/4 per cent—the bid of Halsey, Stuart & Co. and 11 associates—which will make the average annual cost of the proceeds to the road approximately 3.84 per cent. The certificates, dated August 15, will mature in 15 annual installments of \$279,000 each, beginning August 15, 1954. They were re-offered to the public on a 3.05% to 3.80% yield basis.

## Railway Officers

### EXECUTIVE

**B. Caplan** has been appointed assistant to vice-president (traffic) of the **CANADIAN PACIFIC** at Montreal, succeeding **H. H. Scott**, who has been appointed assistant steamship passenger traffic manager at Montreal.

**F. E. Richter**, general agent of the **MISSOURI PACIFIC**, has been appointed executive representative, with headquarters as before at Washington, D.C.

### FINANCIAL, LEGAL & ACCOUNTING

**Joseph L. Lenihan**, assistant general attorney of the **LOUISVILLE & NASHVILLE** at Louisville, Ky., has been promoted to assistant to general counsel at that point, while **Sam V. Scott**, attorney, has been named to succeed him. **Clifford T. Coomes**, **Elbert R. Leigh** and **James F. Wheeler**, all attorneys, have been named assistant to general solicitor, assistant commerce attorney and assistant to general attorney, respectively. **James M. Terry**, district claim agent, succeeds Mr. Wheeler as attorney. Mr. Lenihan joined the L&N as a law clerk in 1939. He was promoted to attorney in 1949 and to assistant general attorney in 1951.

**George J. Riordan**, assistant to auditor passenger accounts, **NEW YORK CENTRAL**, has been appointed assistant auditor passenger accounts, at Detroit, succeeding the late **George Hirschmann**.

**John L. McCown**, pay clerk of the **NORFOLK & WESTERN**, has been named cashier at Norfolk, Va., succeeding **B. V. Michel, Sr.**, who died July 11. **Miss Mary Callanan** succeeds Mr. McCown as pay clerk.

### OPERATING

**Charles H. Richards** has been advanced to superintendent transportation of the **BALTIMORE & OHIO** at Pittsburgh (*Railway Age*, June 15, page 148). Mr. Richards began his railroad career with the B&O in May 1917 as yard clerk at New Castle, Pa., later



Charles H. Richards

becoming yardmaster there; general yardmaster at Akron (1941) and Painesville, Ohio; and terminal trainmaster at Akron Junction (1943) and New Castle. In 1946 Mr. Richards was named trainmaster at Pittsburgh and in May 1948 was promoted to assistant superintendent, Pittsburgh division.

**William G. Hofmann**, trainmaster of the **CHICAGO & EASTERN ILLINOIS** at Danville, Ill., has been appointed superintendent transportation at Chicago, succeeding the late **C. Herbert Fischer**. Mr. Hofmann has been succeeded by **Russell H. Spicer**, car service agent.

**T. W. Goolsby** has resumed his duties as superintendent of the **ATCHISON, TOPEKA & SANTA FE** at Clovis, N.M., and **J. H. Blake** has returned to his former position as assistant superintendent at El Paso, Tex. **L. R. Mitchell** has resumed the position of acting trainmaster of the **PANHANDLE & SANTA FE** at San Angelo, Tex., succeeding **C. W. Herbert**, on leave of absence.

**Wayne A. Johnston, Jr.**, trainmaster of the **ILLINOIS CENTRAL** at Kankakee, Ill., has been promoted to superintendent, Springfield division, at Clinton, Ill., succeeding **Franklin A. Fitzpatrick**, who has been named manager of personnel. Named assistant superintendent at Decatur, Ill., is **H. J. Bowman**, trainmaster at East St. Louis. Succeeding him is **Warren C. Woods, Jr.**, trainmaster at Chicago. Mr. Johnston's successor is **Carl R. Hussey**, who transfers from Jackson, Tenn. **A. C. Ellzey, Jr.**, trainmaster at Grenada, Miss., has transferred to Jackson, and has been succeeded by

**T. R. Beach**. **Wilford R. Johnson**, trainmaster at Freeport, Ill., has transferred to Champaign, while **Phillip H. Galloway**, assistant trainmaster at Clinton, replaces him at Freeport. **Richard E. Jones**, assistant trainmaster at Effingham, Ill., has been named trainmaster at Palestine, Ill. Mr. Johnston entered IC service in 1939 as an electrician at Chicago. Upon graduation from the University of Illinois in 1949, he returned to the IC as transportation assistant. In 1950 he became assistant trainmaster at Waterloo, Iowa, and, in 1951, trainmaster at Carbondale, Ill. He was transferred to Kankakee in 1952.

**Edgar J. Brosseau**, assistant superintendent of the **ILLINOIS CENTRAL** at Decatur, Ill., has been appointed superintendent of the **PEORIA & PEKIN UNION**. Mr. Brosseau joined the IC in 1917 as yard clerk at Kankakee, Ill. Following service as yardmaster and assistant trainmaster, he became trainmaster at Champaign in 1941, transferring to Waterloo, Iowa, in 1945 and to Decatur, Ill., in 1950. He was promoted to assistant superintendent at Decatur in 1951.

**J. C. Grisinger**, superintendent of the **CHICAGO, BURLINGTON & QUINCY'S** McCook division, has been advanced to assistant general superintendent at Lincoln, Neb. He has been succeeded by **J. C. Starbuck**, transferred from the Chicago division. **G. P. Henson**, superintendent terminals at Lincoln, succeeds Mr. Starbuck at Chicago, and **J. H. Gilfillan**, assistant superintendent, Omaha division, replaces Mr. Henson. Named to succeed Mr. Gilfillan is **J. W. Terrill**, trainmaster at Lincoln. Mr. Grisinger joined the Burlington in 1921 as crew caller at Casper, Wyo.; after holding a number of positions in the operating department, he became trainmaster at Galesburg, Ill., in 1941, later transferring to the Beardstown, Aurora and LaCrosse divisions. He was named assistant superintendent, Omaha division, in 1945 and in 1947 became assistant to general manager. He was named superintendent, Casper and Sheridan divisions, in 1948 and later transferred to the McCook division.

**Frank E. Kalbaugh**, superintendent of the Salt Lake division of the **SOUTHERN PACIFIC**, has been appointed general manager of the government owned **ALASKA RAILROAD**. The appointment was announced August 7 by Secretary of the Interior McKay. Mr. Kalbaugh will succeed **J. P. Johnson**, who resigned recently.

The Interior Department's announcement said Mr. Kalbaugh was "strongly recommended by Senators Bennett and Watkins of Utah." It also said executives of the SP "were reluctant to have Mr. Kalbaugh leave their organization, and asked that he be not held by the Interior Department longer than necessary to complete the job of reorganizing and improving the railroad."



Mr. Kalbaugh has been employed by the SP since 1919, when he started as a clerk. He has been superintendent of the Salt Lake division, with headquarters at Ogden, Utah, since 1948.

**W. Jerome Strout**, chief engineer and mechanical superintendent of the BANGOR & AROOSTOOK, has been appointed general manager—operations, succeeding **J. C. Gardiner, Jr.**, vice-president and general manager, re-



Gardner's Studio

**W. Jerome Strout**

signed. A graduate of the University of Maine, Mr. Strout has been with the B&A since March 1926. He has served in various engineering positions and was appointed chief engineer in February 1940. Since November 1951 he has been also mechanical superintendent.

**G. R. Johnston**, transport economist of the CANADIAN NATIONAL, has been appointed chief of transport research, succeeding **F. A. Gaffney**. Mr. Johnston, who was born and educated in Montreal, served with the Royal Canadian Naval Volunteer Reserve in



**G. R. Johnston**

World War II with the rank of lieutenant. He joined the CNR in 1929 in the research and development department, and, progressing through various clerical positions, was named research

assistant in 1946. He was appointed assistant transport economist at Toronto in 1947 and transport economist at Montreal in 1950.

## TRAFFIC

**E. E. Brown**, who has been appointed general freight agent of the CENTRAL OF GEORGIA at Savannah (*Railway Age*, June 29), has been with the CofG since October 1924, when he became rate clerk in the general freight office. He was advanced to executive rate clerk and to chief rate clerk, and in 1948 he was given a special appointment in Washington, D.C., where he served for one year. He was promoted to assistant to general freight agent in January 1951.

**H. W. Charlton** has been appointed assistant to general traffic manager of the PACIFIC FRUIT EXPRESS COMPANY at Chicago.

**J. H. Shaw**, vice-president and traffic manager of the ARKANSAS & LOUISIANA MISSOURI at Shreveport, La., retired July 1 and has been succeeded as traffic manager by **Wallace Nelson**.

**R. T. Schlude** has been appointed general agent of the MISSOURI PACIFIC at Washington, D.C., succeeding **F. E. Richter**, who has been named executive representative there.

**J. H. Suthann** has been appointed general agent of the CHESAPEAKE & OHIO at Milwaukee, succeeding **R. L. Schilke**, promoted.

**J. Frank Mongan**, general agent of the CANADIAN NATIONAL at New York, will retire on pension August 31, after 46 years of service.

**A. J. Proctor** has been appointed agricultural agent of the BALTIMORE & OHIO for Indiana and Illinois at Indianapolis, effective August 1, succeeding **Russell L. Cole**, who resigned July 1 to become agricultural counsel for the Indiana Chain Store Council, Inc. Mr. Proctor was formerly farm service director at radio station WIBC, Indianapolis.

**W. M. MacPherson**, assistant freight traffic manager of the DELAWARE, LACKAWANNA & WESTERN at Buffalo, N.Y., will retire under pension rules of the company August 31. **E. C. Ennis**, general agent at Boston, has been appointed general freight agent at Buffalo, effective September 1. **W. S. Wilcox** succeeds Mr. Ennis as general agent at Boston.

Mr. MacPherson was born at Westmoreland, N.Y., August 19, 1883, and has been with the Lackawanna for 50 years.

The following appointments have been made in the passenger transportation department of the NEW YORK CENTRAL: **D. T. Hart**, general supervisor passenger train schedules and con-

sists; **G. C. Neues**, assistant to assistant manager passenger transportation; **F. C. Fredericks**, general supervisor passenger equipment utilization; **J. C. Hall**, general supervisor passenger train service; **F. J. Page**, assistant to general supervisor passenger equipment utilization; **E. B. Farrelly**, office manager; **E. R. Delaney**, supervisor passenger equipment distribution, and **W. B. Gillian** and **F. W. Hehir**, supervisors passenger service.

## MECHANICAL

**W. A. W. Fister**, chief draftsman of the READING, has been appointed assistant superintendent motive power and rolling equipment, with headquarters as before at Reading, Pa., succeeding **C. A. Paul**, transferred.

**W. A. Pownall**, assistant to general superintendent motive power of the WABASH at Decatur, Ill., has retired.

**H. C. Kerfoot**, superintendent motive power and equipment of the LAKE TERMINAL at Lorain, Ohio, has been appointed also superintendent motive power and equipment of the NEWBURGH & SOUTH SHORE, at Pittsburgh, Pa., succeeding **R. B. Kleinfeld**, retired.

**Vaughan L. Ladd**, manager for contract work of the BANGOR & AROOSTOOK, has been appointed mechanical superintendent, succeeding to part of the duties of **W. J. Strout**, promoted.



**Vaughan L. Ladd**

Mr. Ladd is a graduate of the University of Maine and started with the B&A as a special apprentice in 1924. He has been mechanical engineer and superintendent of shops for the road.

**H. H. Hicks**, acting general superintendent motive power and car equipment of the Atlantic region of the CANADIAN NATIONAL at Moncton, N.B., has been appointed general superintendent motive power and car equipment of that region.

**H. A. Grothe**, shop superintendent of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Milwaukee, has been ap-

pointed district general car foreman at Minneapolis, succeeding **Jake Hansen**, who moves to Milwaukee to assume Mr. Grothe's position. Named as general car foreman at Minneapolis is **George L. Wood, Jr.**

**E. C. Cone**, assistant superintendent of the Billerica (Mass.) shops of the BOSTON & MAINE, has been appointed superintendent, succeeding **W. H. Ohnesorge**, retired.

## SIGNALING & COMMUNICATIONS

**D. C. Hill**, assistant to superintendent communications of the NORTHERN PACIFIC, has been named superintendent communications at St. Paul, to succeed **F. L. Steinbright**, who has been promoted to assistant vice-president—operations. Mr. Hill entered NP



**D. C. Hill**

service as agent-telegrapher in 1937. After serving as chief instructor at the railroad's telegraph school, wire chief, train dispatcher, and assistant manager wire chief, Mr. Hill was appointed chief clerk in the communications department in 1951. He became assistant to superintendent communications in January 1953.

**Kenneth Chamberlain**, supervisor of interlocking operations of the CHI-



**Kenneth Chamberlain**

CAGO & NORTH WESTERN, who has been named signal engineer at Chicago

(*Railway Age*, June 15), joined the North Western in 1911 as lampman at DeKalb, Ill. Subsequently, he was signal department foreman, signal inspector, assistant engineer and supervisor—telegraph and signals. In April 1953 he was appointed supervisor of interlocking operation.

## ENGINEERING

**N. E. Smith**, division engineer of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Minneapolis, has been transferred to Bensenville, Ill., succeeding **B. J. Worley**, who has been named principal assistant engineer at Chicago. **E. C. Jordan**, assistant division engineer at Minneapolis, succeeds Mr. Smith.

**Frank N. Barker**, chief highway engineer of Illinois, has been appointed assistant chief engineer of the ATCHISON, TOPEKA & SANTA FE at Chicago. In announcing the appointment, Santa Fe President Fred Gurley said: "Santa Fe has been seeking an engineer with technical background to assist it in its many problems in connection with public works which involve the railroad and various public bodies, and we believe Mr. Barker will strengthen our organization in that respect."

Following his graduation from the University of Missouri in 1923 with a B.S. degree in civil engineering, Mr. Barker was employed as resident engineer of the Illinois Division of Highways, handling highway construction and design. In 1935 he joined the office of Highway Planning Surveys at Chicago, becoming director in 1936. He was appointed engineer of highway research at Springfield, Ill., in 1939; in 1940 was assigned to the office of chief highway engineer, and was appointed chief highway engineer in 1951.

**Arlo C. Krout**, assistant signal engineer of the SOUTHERN PACIFIC at San Francisco, has been appointed principal assistant engineer at that point.

**R. H. Morrison**, assistant chief engineer of the BANGOR & AROOSTOOK, has been appointed chief engineer, succeeding **W. J. Strout**, promoted. A photograph and sketch of Mr. Morrison appeared in *Railway Age* January 26.

**J. L. Cox**, division engineer of the NEW YORK CENTRAL at Erie, Pa., has been appointed assistant engineer maintenance of way, Lines West, at Cleveland. **W. H. Goold**, assistant division engineer at Erie, has been promoted to division engineer at Columbus, Ohio, succeeding **C. C. Herrick**, transferred to Erie to replace Mr. Cox. **E. M. Roberts**, assistant division engineer at Indianapolis, has been appointed division engineer there, succeeding **W. B. Hodge**, retired.

**M. W. Anderson** has been appointed assistant valuation engineer of the

Coast Lines of the ATCHISON, TOPEKA & SANTA FE at Los Angeles.

**R. L. Mays**, division engineer of the NEW YORK, CHICAGO & ST. LOUIS (NICKEL PLATE) at Frankfort, Ind., has been appointed assistant to chief engineer at Cleveland, succeeding the late **R. E. Oberdorf**. **David J. White**, special engineer, succeeds Mr. Mays as division engineer at Frankfort. Mr. Mays, born at New Castle, Ky., attended the University of Kentucky (B. S. in C. E., 1925; C. E. 1930). Joining the NKP April 1, 1928, as structural designer, Mr. Mays successively served as assistant engineer and assistant division engineer at Fort Wayne, Ind., assistant superintendent bridges and buildings at Frankfort, and designing engineer at Cleveland. He has been division engineer at Frankfort since November 1, 1948.

**C. E. Foutz**, who has been named chief engineer of PULLMAN COMPANY at Chicago (*Railway Age*, June 22), joined Pullman in 1916 as electrical repairman at St. Louis. Subsequently,



**C. E. Foutz**

he served as assistant foreman, inspector in the yard department and assistant to superintendent of yards. In 1939 he was advanced to assistant superintendent of yards and in 1947 became yard superintendent.

## OBITUARY

**John H. Keefe**, retired executive vice-president of the ATCHISON, TOPEKA & SANTA FE, died August 2 at the Santa Fe Hospital, Topeka, Kan., after an extended illness.

**C. Herbert Fischer**, who retired as superintendent transportation of the CHICAGO & EASTERN ILLINOIS July 31, died that same day at his home in Chicago. Mr. Fischer joined the C&EI in 1908 as stenographer at Chicago. After holding a number of secretarial positions from 1911 to 1918, he became chief clerk to general manager at Chicago. In 1934 he was named superintendent transportation at that point.

**Eugene A. Burke**, 56, real estate agent of the RAILWAY EXPRESS AGENCY at New York, died August 8 at his home in that city.



# FREIGHT CAR MASTERPIECES

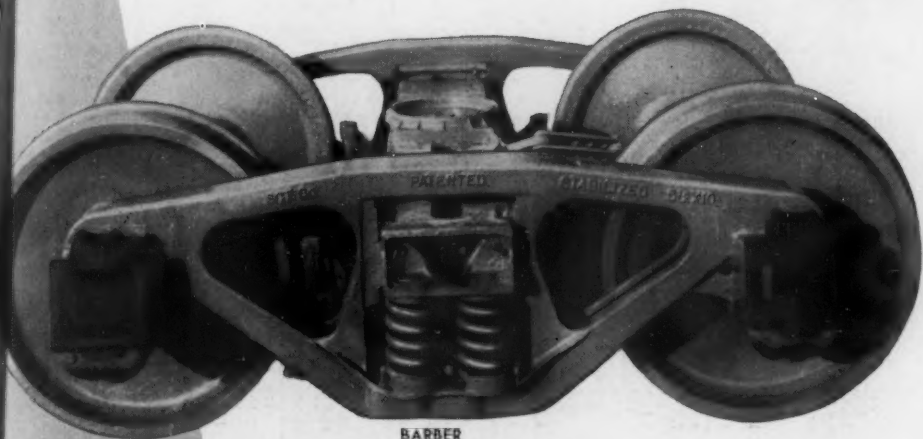
## High Speed Trucks



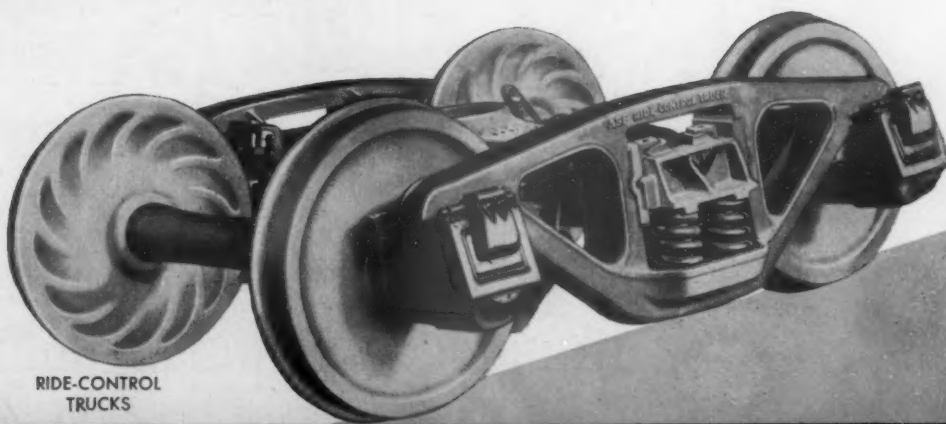
SCULLIN  
TRUCKS

### SCULLIN TRUCKS

Truck Side Frames  
and Truck Bolsters  
Produced by  
Scullin Steel Co.



BARBER  
STABILIZED TRUCKS



RIDE-CONTROL  
TRUCKS



NEW YORK  
CHICAGO  
BALTIMORE  
RICHMOND, VA.

## SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

# REVENUES AND EXPENSES OF RAILWAYS

## REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted.)  
MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1953.

Name of Road	Average mileage operated during period	Operating Revenues			Operating Expenses			Operating ratio		Net railway operating income	Net railway operating income 1953
		Freight	Pass.	Total (inc. misc.)	Total	Retire-ments	Deprec.	1953	1952		
				1953	1952	1953	1952				
Akron, Canton & Youngstown.....	June	171	\$529	\$544	\$405	\$53	\$67	85.9	85.2	51	22
June	6 mos.	133	1,711	2,248	2,307	311	355	84.0	79.3	361	167
Atchafalaya, Topeka & Santa Fe Sys. ....	June	171	3,138	3,227	2,759	418	335	83.2	77.2	62	36
June	6 mos.	133	1,885	2,359	2,335	362	297	79.4	76.9	486	276
Atlanta & St. Andrews Bay.....	June	205	1,000	1,013	980	208	217	80.3	81.6	29	11
June	6 mos.	168	1,000	1,013	980	208	217	80.3	81.6	29	11
Atlanta & West Point.....	June	93	273	360	361	53	46	85.9	85.2	51	22
June	6 mos.	93	1,711	2,248	2,307	311	355	84.0	79.3	361	167
Western of Alabama.....	June	133	298	371	393	53	50	83.2	77.2	62	36
June	6 mos.	133	1,885	2,359	2,335	362	297	79.4	76.9	486	276
Atlantic & Danville.....	June	205	1,000	1,013	980	208	217	80.3	81.6	29	11
June	6 mos.	168	1,000	1,013	980	208	217	80.3	81.6	29	11
Atlantic Coast Line.....	June	5,379	10,886	13,722	13,722	2,477	2,816	90.5	84.1	1,262	475
June	6 mos.	5,379	10,886	13,722	13,722	2,477	2,816	90.5	84.1	1,262	475
Charleston & Western Carolina.....	June	343	3,509	3,635	3,225	140	135	81.7	79.6	1,262	475
June	6 mos.	343	3,509	3,635	3,225	140	135	81.7	79.6	1,262	475
Baltimore & Ohio.....	June	6,186	20,427	26,613	26,613	5,612	6,075	80.8	78.6	1,033	361
June	6 mos.	6,186	20,427	26,613	26,613	5,612	6,075	80.8	78.6	1,033	361
Staten Island Rapid Transit.....	June	29	245	296	317	59	61	87.0	86.8	38	36
June	6 mos.	29	1,440	1,765	1,850	376	325	89.6	86.3	113	218
Bangor & Aroostook.....	June	602	7,420	8,140	7,628	1,700	1,470	93.6	91.8	87	69
June	6 mos.	602	7,420	8,140	7,628	1,700	1,470	93.6	91.8	87	69
Bessemer & Lake Erie.....	June	212	3,370	3,370	1,076	146	18	70.2	71.1	2,347	1,168
June	6 mos.	212	14,278	14,399	10,795	1,234	1,242	77.8	77.8	5,391	3,638
Boston & Maine.....	June	1,679	5,766	7,615	7,186	1,370	1,383	77.0	81.6	1,755	792
June	6 mos.	1,679	34,518	45,045	43,915	6,831	6,836	80.6	82.9	8,737	3,882
Cambria & Indiana.....	June	35	150	150	75	19	18	96.3	94.4	6	68
June	6 mos.	35	910	910	835	110	99	94.3	94.4	52	388
Canadian Pacific Lines in Maine.....	June	234	298	367	354	149	137	130.6	130.6	-111	28
June	6 mos.	234	3,676	4,144	4,055	670	734	74.5	74.5	169	429
Canadian Pacific Lines in Vermont.....	June	90	196	224	214	93	70	115.6	115.6	13	116
June	6 mos.	90	1,171	1,368	1,346	407	398	107.3	104.0	-100	75
Central of Georgia.....	June	1,786	3,141	3,585	3,338	570	572	80.1	83.6	4,881	2,148
June	6 mos.	1,786	19,604	22,592	22,082	3,600	3,575	78.4	83.6	4,881	2,148
Central of New Jersey.....	June	617	4,600	5,055	5,072	785	687	79.5	79.5	1,151	473
June	6 mos.	617	26,722	31,479	31,348	4,258	3,976	80.8	81.1	6,056	2,340
Central Vermont.....	June	422	908	1,020	937	243	215	74.3	86.7	262	42
June	6 mos.	422	5,098	5,823	5,577	1,192	1,089	78.9	83.1	1,230	250
Chesapeake & Ohio.....	June	5,114	27,905	33,019	32,104	4,082	4,421	73.1	72.4	49,207	22,417
June	6 mos.	5,114	159,090	181,536	170,045	23,722	25,245	78.0	79.6	658	192
Chicago & Eastern Illinois.....	June	868	2,405	2,989	2,703	328	387	76.1	75.7	4,336	1,396
June	6 mos.	868	14,672	18,116	16,887	2,235	2,137	75.7	75.7	4,336	1,396
Chicago & Illinois Midland.....	June	130	407	430	407	82	54	79.2	79.2	150	77
June	6 mos.	130	2,222	2,432	2,351	503	420	86.0	86.0	1,062	554
Chicago & North Western.....	June	7,874	13,701	17,651	15,679	3,372	2,984	88.4	92.2	2,052	1,110
June	6 mos.	7,874	77,215	98,551	95,499	16,874	15,973	89.5	92.8	10,386	6,440
Chicago, Burlington & Quincy.....	June	8,867	18,364	22,640	19,726	4,771	4,272	77.2	73.1	37,403	20,613
June	6 mos.	8,867	110,050	133,233	121,446	20,503	18,966	75.3	75.3	37,403	20,613
Chicago Great Western.....	June	1,468	2,692	2,901	2,660	475	501	64.5	73.1	1,029	395
June	6 mos.	1,468	12,239	13,154	12,066	2,166	2,854	68.3	68.3	6,020	2,703
Chicago, Indianapolis & Louisville.....	June	541	1,449	1,701	1,701	335	331	85.1	85.0	4,085	1,616
June	6 mos.	541	9,690	12,818	10,772	2,022	1,921	88.4	86.7	2,347	1,165
Chicago, Milwaukee, St. Paul & Pacific.....	June	10,670	105,786	126,903	127,474	20,333	20,027	84.9	87.3	19,191	9,078
June	6 mos.	10,670	633,225	789,975	789,975	127,474	127,474	84.9	87.3	19,191	9,078
Chicago, Rock Island & Pacific.....	June	7,910	15,325	17,961	16,975	2,667	2,651	69.9	73.4	32,783	14,461
June	6 mos.	7,910	86,901	105,902	104,255	12,503	13,482	73.4	73.4	32,783	14,461
Chicago, St. Paul, Minn. & Omaha.....	June	1,617	12,150	13,767	12,818	2,022	1,921	88.4	86.7	2,347	1,165
June	6 mos.	1,617	73,876	86,901	86,901	12,503	13,482	88.4	86.7	2,347	1,165
Clinchfield.....	June	317	2,087	2,099	1,953	356	278	52.1	52.1	912	220
June	6 mos.	317	12,474	12,532	12,074	2,117	1,708	56.5	56.5	5,312	1,320



To File  
Tear Here



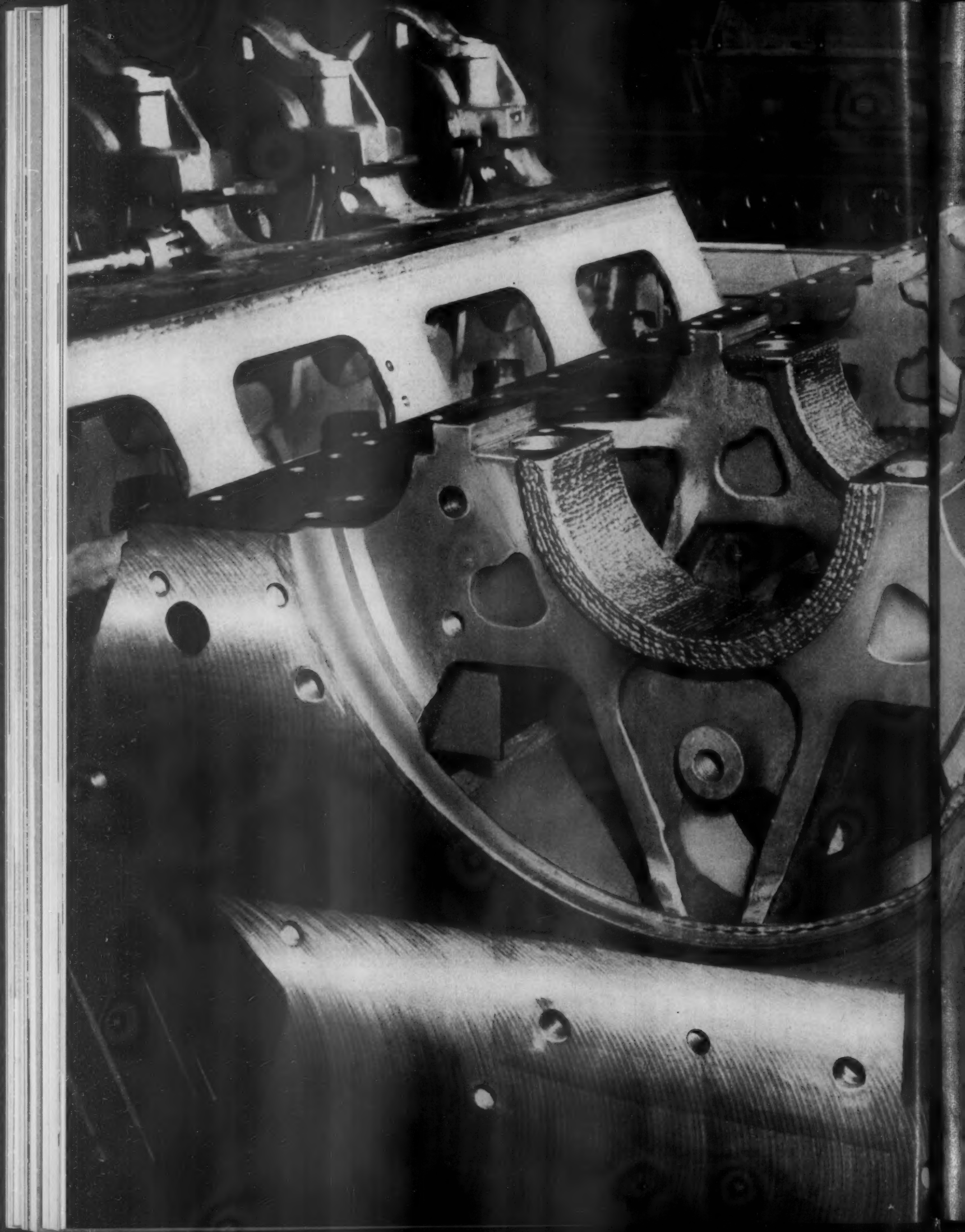
## REVENUES AND EXPENSES OF RAILWAYS

### REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1953.

Name of Road	Average mileage operated during period	Operating Revenues				Operating Expenses				Operating ratio 1953-52	Total 1952	Total 1953	Trans- portation	Total 1952	Total 1953	Net from railway operation 1953	Railway Net railway tax operating income accruals 1953
		Freight	Pass.	Total (inc. misc.)	Deprec. and Retire- ments	Total 1952	Total 1953	Deprec. and Retire- ments	Total 1952								
Colorado & Southern.....	June 729	1,102	64	1,166	173	199	168	203	40	69.7	844	890	29	869	904	388	241
Ft. Worth & Denver.....	June 732	6,691	386	7,077	886	1,114	1,241	217	176	67.5	5,269	5,695	61	5,208	5,634	2,537	1,396
Colorado & Wyoming.....	June 1,038	2,022	160	2,182	378	415	415	237	38	71.4	1,420	1,470	63	1,357	1,433	860	396
Colorado & Wyoming.....	June 40	178	778	956	1,798	1,830	237	1,596	203	68.5	8,510	8,237	350	8,160	7,880	3,786	1,484
Colorado & Wyoming.....	June 40	178	778	956	1,798	1,830	237	1,596	203	68.5	8,510	8,237	350	8,160	7,880	3,786	1,484
Colorado & Wyoming.....	June 40	178	778	956	1,798	1,830	237	1,596	203	68.5	8,510	8,237	350	8,160	7,880	3,786	1,484
Columbus & Greenville.....	June 168	1,007	174	1,181	29	37	25	23	6	84.6	118	137	8	110	125	27	95
Delaware & Hudson.....	June 168	1,007	174	1,181	29	37	25	23	6	84.6	118	137	8	110	125	27	95
Delaware & Hudson.....	June 168	1,007	174	1,181	29	37	25	23	6	84.6	118	137	8	110	125	27	95
Delaware, Lockawanna & Western.....	June 793	4,597	380	4,977	3,960	4,367	4,718	912	180	76.4	3,629	3,629	51	3,578	3,578	1,397	189
Delaware, Lockawanna & Western.....	June 793	4,597	380	4,977	3,960	4,367	4,718	912	180	76.4	3,629	3,629	51	3,578	3,578	1,397	189
Delaware, Lockawanna & Western.....	June 793	4,597	380	4,977	3,960	4,367	4,718	912	180	76.4	3,629	3,629	51	3,578	3,578	1,397	189
Denver & Rio Grande Western.....	June 2,313	6,558	304	6,862	7,908	1,307	1,147	1,060	242	69.8	4,951	4,951	2,011	2,940	2,940	14,181	7,352
Detroit & Mackinac.....	June 232	184	2	186	258	250	250	250	9	63.8	692	692	38	654	654	301	167
Detroit & Toledo Shore Line.....	June 50	613	2	615	80	80	80	80	67	70.3	368	410	13	355	368	245	77
Detroit, Toledo & Ironton.....	June 464	1,627	1,714	3,341	260	213	255	261	81	74.3	1,249	1,249	35	1,214	1,214	464	181
Duluth, Missabe & Iron Range.....	June 567	7,210	8,371	15,581	604	598	61	671	100	70.6	3,363	3,363	7	3,356	3,356	5,008	3,370
Duluth, South Shore & Atlantic.....	June 553	611	4	615	182	137	106	122	18	67.1	15,076	15,076	25	14,826	14,826	8,236	5,580
Duluth, South Shore & Atlantic.....	June 553	611	4	615	182	137	106	122	18	67.1	15,076	15,076	25	14,826	14,826	8,236	5,580
Duluth, South Shore & Atlantic.....	June 553	611	4	615	182	137	106	122	18	67.1	15,076	15,076	25	14,826	14,826	8,236	5,580
Duluth, Winnipeg & Pacific.....	June 175	384	2	386	105	91	73	69	2	75.5	356	356	6	350	356	20	33
Elgin, Joliet & Eastern.....	June 236	3,844	2,631	6,475	468	26	430	463	13	82.3	2,444	2,444	34	2,410	2,444	467	205
Erie.....	June 2,237	13,923	623	14,546	1,717	1,717	1,717	1,717	689	70.3	16,788	16,788	206	16,582	16,582	9,361	7,227
Florida East Coast.....	June 571	1,565	351	1,916	368	363	44	496	79	88.0	2,035	2,035	74	1,961	1,961	256	158
Georgia Railroad.....	June 321	718	33	751	111	104	138	123	32	79.9	628	628	35	593	593	178	179
Georgia & Florida.....	June 360	350	145	495	728	716	50	820	183	81.7	3,906	3,944	19	3,927	3,944	883	225
Grand Trunk Western.....	June 952	4,694	223	4,917	796	892	55	928	89	80.3	4,108	4,108	81	4,027	4,108	1,041	316
Can. Natl. Lines in New Engl.....	June 172	1,172	9	1,181	423	396	57	262	343	138.0	297	297	3	294	297	73	24
Great Northern.....	June 8,303	21,719	1,301	23,020	19,870	5,101	4,519	317	713	78.2	17,588	17,588	17	17,571	17,588	255	144
Green Bay & Western.....	June 224	378	385	763	102	95	4	44	8	81.1	254	254	20	234	254	120	63
Gulf, Mobile & Ohio.....	June 2,766	6,568	407	6,975	1,204	1,204	1,204	1,204	263	74.7	5,397	5,397	264	5,133	5,397	2,085	925
Illinois Central.....	June 6,538	20,226	2,358	22,584	4,242	3,914	376	4,111	689	71.7	17,041	17,041	508	16,533	16,533	14,415	6,640
Illinois Terminal.....	June 367	940	63	1,003	165	161	26	186	42	76.9	875	861	44	831	861	258	100
Kansas City Southern.....	June 891	3,337	160	3,497	539	379	33	470	92	81.1	4,908	4,908	25	4,883	4,908	1,159	503
Kansas, Oklahoma & Gulf.....	June 327	543	1	544	89	89	6	48	39	59.1	13,301	13,301	74	13,227	13,301	10,519	521
Lake Superior & Ishpeming.....	June 156	561	696	1,257	83	74	67	12	16	41.0	194	285	2	182	285	411	212
Lahigh & Hudson River.....	June 96	293	294	587	50	47	2	28	8	67.1	1,179	1,179	12	1,167	1,179	635	351
Lahigh & New England.....	June 180	892	1,711	2,603	247	260	14	181	51	73.9	1,088	1,088	83	1,005	1,088	108	47
Lahigh Valley.....	June 1,164	6,105	294	6,399	909	872	567	1,000	1,058	63.6	4,644	4,644	77	4,567	4,644	956	649
Long Island.....	June 1,181	34,286	1,797	36,083	4,905	4,716	567	6,460	1,238	72.4	28,568	28,568	140	28,428	28,568	1,867	688
Long Island.....	June 365	1,466	3,521	4,987	599	93	869	778	121	73.8	23,751	23,751	89	23,662	23,751	3,704	5,201
Long Island.....	June 365	1,466	3,521	4,987	599	93	869	778	121	73.8	23,751	23,751	89	23,662	23,751	3,704	5,201







## Expanded Factory Rebuild Service cuts diesel engine repair costs

More and more railroads are discovering that Alco's expanded Factory Rebuild Service, located at Auburn, N.Y., repairs, rebuilds, and reclaims locomotive diesel engines and parts not only *faster* than ever before but *at considerably lower cost*.

Factory Rebuild Service operates on a full-time production basis. Moreover, it incorporates extensive new tooling, enlarged engineering and production staffs, and many new and improved repair techniques. Thus almost every operation, while faster and more efficient, can now be handled with greater economy—with resulting savings passed on to the customer.

Look into this fast, economical new service. You'll find there's no better way to cut your repair costs and at the same time keep your Alco-GE locomotives in peak condition mile after mile, year after year. Your nearest Alco-GE locomotive representative will be happy to give you the whole story.



### SPECIAL TOOLS HELP SPEED ALCO SERVICE

The boring tool shown above was specially designed by Alco to simplify the remachining of welded lower liners in diesel engine cylinder blocks. This is only one of the many new tools and machines which help make Alco's Factory Rebuild Service faster, more economical today than ever before.



**AMERICAN LOCOMOTIVE and GENERAL ELECTRIC**

# REVENUES AND EXPENSES OF RAILWAYS

## REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1953

Name of Road	Average mileage operated during period	Operating Revenues		Total (inc. misc.)		Total		Total		Retire-ments and Deprec.		Total		Total		Retire-ments and Deprec.		Total		Total		Operating ratio		Net railway operating income	
		Freight	Pass.	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952
Louisiana & Arkansas.....	756	2,561	61	2,728	2,223	414	360	297	262	90	72	644	1,510	1,338	55.3	60.2	1,219	539	610	418	2,915	3,147	60.1	62.1	2,319
Louisiana & Nashville.....	756	14,135	350	15,072	13,102	2,283	2,092	1,668	1,568	515	457	3,709	8,588	8,004	57.0	61.1	6,484	2,915	3,147	2,319	14,673	14,319	71.5	81.5	12,969
Louisville & Nashville.....	4,737	18,272	1,091	20,507	17,880	2,891	2,705	2,246	2,146	784	358	6,661	14,673	14,319	71.3	81.5	5,835	3,287	3,062	1,745	19,274	17,225	76.7	73.4	17,225
Maine Central.....	945	1,783	151	2,107	2,062	485	460	47	350	357	22	712	1,652	1,665	78.4	80.7	455	232	211	197	1,652	1,665	78.4	80.7	1,499
Maine Central.....	945	11,664	677	13,347	13,565	2,774	2,548	291	2,140	430	131	4,500	10,054	10,247	75.3	73.4	3,293	1,517	1,369	1,499	10,054	10,247	75.3	73.4	1,499
Midland Valley.....	334	227	.....	227	181	44	50	6	17	20	4	5	137	149	59.7	82.5	93	50	23	12	137	149	59.7	82.5	12
Minneapolis & St. Louis.....	334	1,199	.....	1,199	1,001	264	309	37	89	127	4	31	781	883	64.3	78.3	434	197	145	29	1,001	1,001	64.3	78.3	197
Minneapolis & St. Louis.....	1,397	1,878	.....	1,878	1,850	372	363	23	267	274	77	121	1,451	1,449	74.2	78.3	505	261	198	175	1,850	1,850	74.2	78.3	175
Minn., St. Paul & Sault Ste. Marie.....	3,223	3,280	32	3,069	3,084	1,949	1,845	195	1,576	1,700	460	75	3,000	2,836	81.5	76.2	2,196	1,245	909	790	3,084	3,084	81.5	76.2	394
Mississippi Central.....	148	242	.....	242	245	212	248	289	4,001	4,246	587	450	7,528	17,218	94.8	92.4	939	1,363	479	26	245	245	94.8	92.4	479
Missouri Illinois.....	172	493	.....	493	415	80	77	13	81	160	21	82	376	1,018	72.9	68.8	401	190	138	150	493	493	72.9	68.8	138
Missouri-Kansas-Texas Lines.....	3,242	6,597	305	7,617	6,860	1,179	957	230	1,114	995	234	251	4,953	70.3	72.2	2,561	983	522	790	6,597	6,597	70.3	72.2	790	
Missouri-Kansas-Texas Lines.....	3,242	38,058	1,675	43,877	41,396	6,340	5,839	618	6,605	5,921	1,370	1,536	14,774	31,411	71.0	72.2	12,756	5,473	5,098	4,674	43,877	41,396	71.0	72.2	5,098
Missouri Pacific.....	6,935	17,602	1,077	20,495	19,505	3,897	3,486	302	4,080	3,848	751	481	7,238	16,350	79.8	78.7	4,146	1,303	2,158	2,060	20,495	19,505	79.8	78.7	2,060
Missouri Pacific.....	6,935	103,004	5,587	119,742	117,816	22,269	19,610	1,701	23,597	22,539	4,419	2,822	43,312	95,410	80.1	78.5	23,827	7,809	12,457	12,961	119,742	117,816	80.1	78.5	12,961
International-Great Northern.....	1,104	17,288	944	19,772	18,949	728	638	316	618	593	116	60	1,234	2,772	83.3	89.9	557	149	331	136	19,772	18,949	83.3	89.9	331
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
Gulf Coast Lines.....	1,104	17,288	944	19,772	18,949	4,342	3,988	235	3,412	3,405	657	358	7,218	16,119	84.0	84.0	3,653	857	2,030	1,427	19,772	18,949	84.0	84.0	1,427
G																									



Inspected after 14 months of service, CARCLAD finish on cars used in bulk cement hauling showed no signs of weathering or rust. Film remained unbroken despite hammer blows.



This tank car hauling phosphorus is another example of manufacturers and railroads turning to CARCLAD for protection under severe corrosive conditions of service.

## STOP PAINT-EATING by corrosive cargoes

### CARCLAD\* protects for years instead of months!

Now you can keep equipment used for corrosive cargoes in service longer between repaints. CARCLAD ends the need for costly refinishing schedules of covered hopper cars, tank cars and similar equipment. It provides new, long-life resistance against acids, alkalies, sulphur, phosphate, alcohols and other corrosive materials. Even "splash" from aromatic hydrocarbons, ketones and esters will cause no permanent damage to the finish.

CARCLAD is not just another "acid-resisting" paint—it's a totally different system. Not only does it protect against corrosive elements—it gives longer lasting protection and good appear-

ance. It has the weather durability of finest enamels, and resists peeling, chipping or "banging" off even when pounded with sledge hammer blows. It withstands repeated scrubbing and washing with strong cleaning compounds and solutions. Records of cars in service five years and more, without need of refinishing, are proof of its performance.

Actual results of tests are available to interested railway supervisory or executive personnel. Ask for copy of 8-page CARCLAD brochure B-759, which includes application recommendations—write The Sherwin-Williams Co., Transportation Division, Cleveland 1, Ohio.

\*Trade Mark



## SHERWIN-WILLIAMS

### RAILWAY FINISHES

## REVENUES AND EXPENSES OF RAILWAYS

34



# Car Flooring That's Made to LAST



Armco Freight Car Flooring is designed to eliminate the weaknesses of wood or steel plate floors. It is made to *last longer* and give better protection to lading. This composite floor gets its high strength from steel hat-sections welded to the car frame. The wood planks are for nailing.

## Wood Floors Can't Take it

Concentrated loads and impacts shorten the life of wood floors. Each plank must serve as a beam. Standard wood floor planks just don't have the necessary beam strength.

## Plate Floors Will Belly

Steel plate floors become deformed and unsuited for many types of lading. Damage to open car floors starts with dropped loads and the impact of clamshell buckets when unloading aggregates.

## Why a Hat Section Rib?

The Armco hat-section rib has the strength that is needed to resist concentrated loads and impacts. Its design gives the best combination of beam strength and floor surface per pound of steel.

**ARMCO STEEL  
CORPORATION**

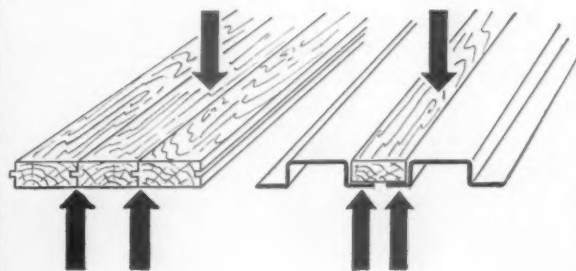


4373 Curtis Street, Middletown, Ohio • Export: The Armco International Corporation

## No Point of Weakness

When there is a concentrated load on the wood nailing strip, the load is transferred to a pair of steel ribs through their flanges. There is *no point of weakness* in the Armco Freight Car Floor.

For complete information, write for the new booklet, "Armco Freight Car Flooring."



In a wood floor loads concentrated on one plank are shared by adjacent planks through wood tongue and groove.

In an Armco Freight Car Floor a load concentrated on the nailing strip is supported continuously by two steel ribs.

LIBRARY OF CONGRESS

LEGISLATIVE REFERENCE SERVICE

WASHINGTON 25 D C

A-11

12-53

FROM THE TIMKEN ROLLER BEARING COMPANY

# WHY WASTE LUBRICANT?

*Grease-lubricated TIMKEN® bearings go from one wheel-turning to the next without attention!*

**Y**OU can get big new operating economies on your railroad by switching from oil to grease lubrication of Timken® tapered roller bearings on passenger cars and diesels. Actual operating tests prove that grease-lubricated Timken bearings go from one wheel-turning to the next without attention. As a result, you save on lubricant. And you eliminate man-hours previously needed for checking and adding lubricant.

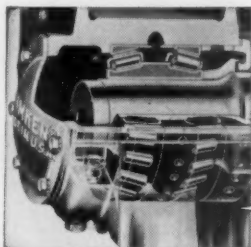
Four leading railroads already have switched from oil to grease lubrication on their Timken bearing equipped passenger cars. One of them ran grease-lubricated Timken bearings over 200,000 miles without adding any lubricant. At the present time a dozen

other railroads are testing grease lubrication of Timken bearings and getting favorable results.

Timken bearings can be converted from oil to grease without buying extra journal parts or modifying the bearings. And railroad operating tests show that Timken bearings are the *only* railroad journal bearings using AAR-approved grease that can consistently go from one wheel-turning to the next with no addition of lubricant.

Let us help you investigate the cost-saving advantages of grease-lubricated Timken bearings on your railroad. Write The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

**TIMKEN**  
TRADE-MARK REG. U. S. PAT. OFF.  
**TAPERED ROLLER BEARINGS**



*GREASE ME AT ONE  
WHEEL-TURNING ...FORGET  
ME 'TIL THE NEXT!*

NOT JUST A BALL ○ NOT JUST A ROLLER □ THE TIMKEN TAPERED ROLLER □ BEARING TAKES RADIAL ○ AND THRUST → ○ ← LOADS OR ANY COMBINATION ○